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Roadsters ..G$1,525 to G$1,865
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The China Mail

ESTABLISHED 1845

No. 25,902 HONG KONG, THURSDAY, JUNE 21, 1928. PRICE, $3.00 Per Month.

GENUINE SIR WILLIAM CROOKES (English Made)
LENSES
Are the ONLY PROTECTION against the tropic sun—they absorb the ultra violet and infra red rays so dangerous to the eyes.
Many imitations—the genuine from
LAZARUS
Hong Kong's Only European Optician.

IN DANGER.

BRITONS IN TONGSHAN AREA.

ARMED MEN.

Scattered Soldiers Now Infesting The Railway.

IMMEDIATE NORTHERN OUTLOOK IS BETTER.

Britons in the Tongshan mining area (of the Kailan Mining Administration) and other foreigners are in danger for the second time this month. The first was when the defeated Northern troops were converging on the place and assembling rolling stock prior to retreat. The present menace is from scattered hordes of armed men who were soldiers, who are infesting the railway which passes through the zone of British and other foreign activities.

On the whole, however, the immediate outlook in North China is better than it has been for a good many days; to-day's news is the best this week.

PRIVATE INTERESTS.

Trouble was feared in the Tongshan mining area on June 8 when foreign women and children were evacuated. Britons in neighbouring places were given the option of going into Tientsin for safety. Latest developments are described below.

Chase or No Chase?

Peking, Yesterday.

The situation in the Kailan Mining Administration area, at Tongshan, is quiet at present. The chief danger to Britons and foreigners is the presence of scattered Northern troops (previously in the Shantung and Chihli armies, now disintegrated, and distinct from the Manchurian Army proper), who are spread out from the north of Tientsin, along the Peking-Mukden Railway to Shanhaikwan.

Control by the Nationalist allies in the Peking and Tientsin areas is divided by private interests which clash. Until unity among the Nationalist victors is established, it is anticipated, the Nationalist Armies will not march further north in pursuit of the Northern remnants.

One Line Clear.

Meanwhile the railway from Tientsin to Tongku (at the sea) had been cleared of Northern stragglers.

On the other hand, fifteen troop-trains are due to arrive at Chin-wang-tao to-day, where (it is likely) the arriving Nationalist units will stay for garrison duty. The Nationalist troops already at Chin-wang-tao have received orders to move eastward into Manchuria.

The retreating Northerners are expected to call a halt at the Lai River, but it is not anticipated that they will contest the position if the attack by the Nationalists.—British Naval Wireless.

THAT BREACH OF FAITH.

Kuominchun Leave: Diplomats Protest Again.

Peking, Yesterday.

General Han Fu-chu (commanding the vanguard of the "Christian General's" Kuominchun) is reported to have left Peking, taking with him the troops in the Manchurian brigade who, commanded by General Pao Yu-lin, kept order in Peking during the interregnum, were promised safe conduct, and then disarmed by Han Fu-chu.

In this way, Han Fu-chu is again ignoring the orders by the Nationalist Government of Nanking for the safe passage of the Manchurian brigade to Manchurian.

The Diplomatic Body has again lodged a protest with the Nationalist Government.—British Naval Wireless.

Yangtsze Quiet.

Tokyo, To-day.

Owing to the quietness in the situation on the Yangtsze the Navy has decided to withdraw the cruiser "Abukuma" and four flotillas of destroyers, in addition to the cruiser "Jintsu" which has already been withdrawn.—Reuter.

ON ECONOMICS.

Chinese Government's First Conference.

Shanghai, Yesterday.

Speaking at the first session of the Economic Conference, the first of its kind ever held by the Chinese Government since the establishment of the Republic, Mr. T. V. Soong (Nationalist

Mr. T. V. Soong, the Nationalist Minister of Finance.

Finance Minister) submitted five important questions for discussion.

1.—a uniform currency system for all the provinces and the establishment of a sound national banking system.

2.—proper management of domestic and foreign loans and the improvement of credit with the object of raising funds for rehabilitation purposes.

3.—simplification of the system of taxes so that the revenue will be improved without undue burden to the taxpayers.

4.—revival of commerce and the solution of problems associated therewith.

5.—shifting of expenditure owing to the completion of the war from wasteful to productive enterprises, and the carrying out of the rehabilitation plans of the late Dr. Sun Yat-sen.

Five Committees were formed, namely, Currency, Public Debts, Taxation, Commerce and National Expenditure. They will hold sectional meetings in camera and report their findings and submit recommendations to the general session at the meeting on March 26 next.—Reuter.

INDIAN SENSATION.

BOMBS, PISTOLS AND KNIVES FOUND IN VILLAGES.

RESULT OF POLICE RAID.

Rawalpindi, Yesterday.

As the result of information that arms were illicitly being imported the police surrounded suspected villages near Mandra and raided houses. They discovered a considerable number of bombs, pistols and knives.

Five arrests, including that of a woman, were made.—Reuter.

"HERMES" OFFICER KILLED.

FLYING ACCIDENT.

CRASH WHEN PRACTISING AT WEIHAIWEI.

A ONE-MAN MACHINE.

Weihaiwei, Yesterday.

Lieut. Raymond Arthur Aldridge, R.N., who is a Flying Officer in the Royal Air Force, was killed to-day when carrying out a practice flight on a Fairey Flycatcher 'plane, attached to H.M.S. "Hermes," which is in port.

The accident occurred at 10.52 a.m. when the machine crashed.

Deceased is believed to be single.—British Naval Wireless.

The Fairey Flycatcher is one of the small 'planes often seen in Hong Kong, operated by one man. H.M.S. "Hermes" left Hong Kong a few weeks ago for exercises in the North. Weihaiwei is a port in Shantung province.

BELGRADE TRAGEDY

GOVERNMENT LIKELY TO FALL.

LATEST DETAILS.

Budapest, Yesterday.

A message from Belgrade says that a deputy has been killed and two deputies seriously injured in the course of tumult in the Yugoslav Parliament.

The ex-Minister Rachich fired several revolver shots in the direction of a group led by Stephen Raditch, leader of the Peasants' Party, whose nephew, Paul Raditch, was killed. Rachich was arrested.

Further Details.

Belgrade, Yesterday.

The Emergency Cabinet has ordered criminal proceedings to be instituted against Raditch (Racie?) who has not yet been captured and has decided to recommend a grant of pensions to the relatives of the murdered deputies. They have appealed to the Press to refrain from exciting public opinion.

The Prime Minister has sent messages of condolence to the bereaved and to the headquarters of the Raditch Party.

Vienna, Yesterday.

A telegram from Belgrade states that the Democratic members of the Government have decided to resign and it is expected that Radical Ministers will also withdraw. The result will be that the Vakitchevitch Cabinet will fall.—Reuter.

Rachich Arrested.

Vienna, Yesterday.

Rachich has been arrested.—Reuter.

Delayed News.

Belgrade, Yesterday.

A telegram delayed by the censor, gives the first authentic account of the tragedy in the Skupstina in which two deputies were killed.

The trouble originated in a speech by M. Rachich, a Montenegrin deputy who in attacking the Opposition provoked uproar and fisticuffs after which M. Pernar, a member of the Radich Opposition abused Rachich. There was further uproar and the sitting was suspended, the President rising.

Rachich flashed out a revolver and emptied the weapon into the Opposition deputies and disappeared amid the disorder.

All the casualties were among the Radich Party.

Bassa Ritchek and Paul Radich were killed, Stephen Radich, Pernar Grandja and Jela Chitch were wounded.—Reuter.

G.O.C. REACHES PEKING.

Peking, Yesterday.

Major-General A. E. Wardrop, General Officer Commanding the British North China Command, arrived at Peking from Tientsin yesterday afternoon.—Reuter.

[General Wardrop left Shanghai about two weeks ago for the North, in view of the crisis which was then impending in North China.]

CHANG TSO-LIN'S "DEATH."

STRONG SUSPICION.

CHINESE REPORT OF FUNERAL OBSERVANCES.

BLUE INK INSTEAD OF RED.

Peking, Yesterday.

General Chang-Hsueh-liang of Manchurian Army has gone to Mukden (the capital of Manchuria). He has been appointed head of the Manchurian Government in succession to his father, Marshal Chang Tso-lin, whose death is now strongly suspected.—British Naval Wireless.

The "Kung Sheung Yat Po" insists that Chang Tso-lin died a good many days ago. One of its correspondents reports that funeral observances are being prepared. Another points to the use of blue ink (a sign of mourning) for chopping seals in Chang Tso-lin's court, instead of the traditional red ink, as evidence of the old warlord's death.

[Note: The last authentic news came from official London sources which, based on intelligence from Peking, stated that Chang Tso-lin expected an early and complete recovery.]

Minister Arrested.

Peking, Yesterday.

The vernacular papers report that Chang Yin-huai, Minister of Communications under Chang Tso-lin, has been arrested at Tangshan on the charge of being implicated in the bombing of Chang Tso-lin's train at Mukden. Chang Yin-huai is a relative of General Yang Yu-ting, Chief of Staff to Chang Tso-lin.—Reuter.

Sequel to Bomb Plot.

Peking, Yesterday.

General Wan Fu-lin, the Fengtien divisional commander who captured Chochow last autumn, has been appointed tupan of Heilungkiang province by a conference of Mukden officials.—Reuter.

[Note: He is a cavalryman. He succeeds General Wu Chun-sheng, who died as the result of his bomb injuries. Heilungkiang is one of the three provinces forming Manchuria.]

IT MAY RAIN.

S. W. or variable winds, moderate; fair at first, some rain later, is the official weather forecast until noon to-morrow.

"BREMEN'S" CREW.

ESCORTED INTO BERLIN BY 50 AEROPLANES.

SPLENDID WELCOME.

Berlin, Yesterday.

Three-quarters of a million persons frantically cheered while Berlin's population watched the triumphal procession of the "Bremen" fliers, who arrived aerially escorted by fifty aeroplanes. They were formally welcomed by the Burgomaster, and by the American and British Ambassadors.

The latter, in a speech, rejoiced in the courage and skill shown and that Ireland had been associated in that courage, skill and enterprise of Germany in being the first to make the westward Atlantic flight.—Reuter.

LOST IN DESERT.

HORRIBLE EXPERIENCE OF TWENTY-ONE PASSENGERS.

RESCUED BY R.A.F.

Basra, Yesterday.

A motor lorry which left here for Nasiriyeh on June 16 with twenty-one passengers has been located by the R.A.F. after a long search. The lorry had stuck in the sand in a remote part of the desert.

Police hastened to the spot on camels and found the passengers, who included two women, in a state of collapse. They had trudged fifty miles through burning desert.

One Arab died of eating poisonous wild melon and his body was abandoned.—Reuter.

TO-DAY'S DOLLAR.

The clearing rate of the dollar on demand, to-day was 2/0 3/16.

CALAMITY IN THE PHILIPPINES.

VOLCANO ACTIVE.

HALF A TOWN SINKS INTO THE SEA.

SEQUEL TO 'QUAKES.

Manila, Yesterday.

Mayon volcano is throwing up red smoke.

It is situated on Luzon Island 100 miles east of Mindoro Island.

The eruption is believed to be connected with last week-end's earthquakes.

Officers of the steamer "Fortuna" who have returned from Mindoro have reported that half the town of Caminawit has sunk into the water.—Reuter.

NEW SPEAKER.

CAPTAIN FITZROY UNANIMOUSLY ELECTED.

London, Yesterday.

Captain Fitzroy, M.P., has been unanimously elected Speaker of the House of Commons.—Reuter.

First Army Officer Ever Elected Speaker.

London, Yesterday.

A British official wireless message states:—

There was a large attendance and the public galleries were crowded when Sir Robert Sanders (Conservative) moved and Mr. Bowerman (Labour) seconded the selection of Captain Fitzroy. Both referred to the fact that he was the first army officer who had ever been selected as Speaker.

After the motion had been unanimously accepted, Captain Fitzroy was loudly cheered when he rose to express appreciation for the honour of his selection.

Afterwards Sir R. Sanders and Mr. Bowerman escorted him from his place to the Speaker's chair and the mace was put on the table to indicate the occupation of his seat by the Speaker.

Ex premiers MacDonald and Lloyd George and leaders of the three parties in the House then in turn rose to offer congratulations, after which the House adjourned for the day.

Capt. Fitzroy's Career.

Captain the Rt. Hon. Edward Algernon Fitzroy, P.C., J.P., D.L., is Member of Parliament for South Northamptonshire. He is the third son of Lord Southampton and was born in 1869. He was Deputy Chairman of Committees in the House of Commons. He was educated at Eton and Sandhurst, was a Page of Honour to the Queen and a lieutenant in the First Life Guards. He was also a lieutenant in the Reserve of Officers and Captain in the Reserve Regiment, 1st Life Guards. He served in the European War, 1914-18 and was wounded in the first battle of Ypres. He married the daughter of Lieut.-Col. Douglas-Pennant and has two sons and one daughter.

[The Speakership carries a salary of £5,000 per annum, and is almost invariably awarded with a peerage.]

THE NATIONALIST FLAG.

Moscow, Yesterday.

The Chinese "Legation" in Moscow has hoisted the Nationalist flag in place of the five-barred flag used since the inception of the Republic.—Reuter.

[Reuter uses the term "Legation" but this was raised to the standard of an Embassy when Karakhan was appointed Ambassador to Peking. Although Russian sympathies lay with the Nationalists, the Peking Government controlled the Chinese Embassy at Moscow until the recent collapse.]

IN LAPLAND.

DUTCH ROYALTY IN A COOL CLIMATE.

Stockholm, Yesterday.

Queen Wilhelmina and Princess Juliana have arrived at Abisko in Lapland.—Reuter.

Copenhagen, Yesterday.—Denmark and the United States have signed a Treaty of Abitration similar to the Franco-American one.—Reuter.

LINER CALLS FOR WARSHIP!

A STRANGE AFFAIR.

8 "DESPERATE STOWAWAYS" CAUSING TROUBLE.

SILENCE FOLLOWS.

London, Yesterday.

The mysterious plight of 600 passengers en route to London from Brisbane in the 14,000 ton Commonwealth liner "Jervis Bay," which is at present believed to be midway between Australia and Ceylon, is indicated in a Colombo telegram quoting a wireless message from the "Jervis Bay":—

"Having trouble with eight desperate stowaways is any warship available," which was picked-up by H.M. cruiser "Enterprise," who replied in the negative, but asked the liner if the situation were serious.

As the "Jervis Bay's" crew is over one hundred, the authorities in London are puzzled that eight stowaways should be so troublesome as to necessitate the intervention of a warship.

Since morning no news has been received by the Admiralty or at the steamship's office in London.—Reuter.

DR. HADEN GUEST.

ANNOUNCES INTENTION TO JOIN CONSERVATIVES.

LETTER TO PREMIER.

London, Yesterday.

Dr. Haden Guest, who resigned from the Labour Party and Parliament last year on account of the Party's attitude in the General Strike and on the despatch of the Defence Force to China has sent a letter to Mr. Baldwin announcing his intention of joining the Conservative Party in consequence of the latter's policy in social, economic, reform and in the maintenance of political stability, especially in the increasing political, economic and social co-operation with the dominions.—Reuter.

CONGRATULATIONS!

APPOINTMENTS FOR POLICE OFFICERS.

"NO. 2" IN THE "C.I.D."

The following temporary appointments in the Criminal Investigation Department at Police Headquarters, have been made with effect from June 12:—

Chief Detective Inspector T. Murphy to be acting Assistant Director of Criminal Intelligence, with temporary rank of acting Assistant Superintendent of Police (A.S.P.);

Inspector L. P. Lane of the "Murder Squad," to be acting Chief Detective Inspector, vice C.D.I. Murphy;

Sub-Inspector K. W. Andrew of the "Larceny Squad" to take charge of the "Murder Squad" vice Inspector Lane; and

Detective Sergeant Flattery of the Detective Staff to take charge of the "Larceny Squad," vice Sub-Inspector Andrew.

The appointment of Inspector Peter Grant as Chief Inspector has been confirmed as from March 27, 1928.

BRUTAL MURDER.

CORPSE ON PRAYA EAST RECLAMATION.

POLICE INVESTIGATING.

Motives have yet to be ascertained for a brutal murder of a Chinese man whose body was found when workmen were about to begin the day this morning on the Praya East reclamation.

The wounds beggar description. The skull had been cleft in two. One ear was cut away and also one eye. There was a deep knife-wound on the neck and another on the chest.

Chief Detective Inspector Murphy (whose new appointment is referred to elsewhere in this issue) is conducting the investigation.

London, Yesterday.—General Sir Philip Chetwode has been appointed Chief of General Staff in India, in succession to Lieutenant-General Sir Andrew Skeen.—British Wireless Service.

"SHUN PO" NOT TO FIGHT.

APPEAL DROPPED.

DIFFICULTY IN FINDING THE $1,250 BAIL.

PUBLICATION SUSPENDED.

Publication was suspended by the "Hong Kong Morning Post" (the "Shun Po") to-day following the conviction and sentences by Lt.-Col. F. Eaves, D.S.O., at the Magistracy yesterday.

The fines of $25, $250 and $500 had not been paid nor had the publisher and printers surrendered themselves at 10 a.m. to-day when the time expired for bail of $1,000 and $250 to be found, pending an appeal.

Bail has not been put up and, the "China Mail' learns authoritatively, the appeal will not be proceeded with. Accordingly, the next step must come from the authorities.

The "China Mail" understands that the "Shun Po's" attitude is that it can neither afford to pay the fines nor to appeal.

Question of "Face."

There was considerable diffidence about publishing the apology drafted by the acting First Magistrate and read out in his judgment. It was felt that publication would have entailed loss of "face" which would have been likely to prove fatal from a business point of view. The alternative being left out, the only course remained to go to prison (without hard labour), leaving out the question of the fines.

When a "China Mail" man called at the "Shun Po" office this morning, he found a number of men, obviously of mechanical staff, one of whom said that he did not know where the publisher was nor did he feel competent to say whether the publisher would return. The speaker said that he was staying on as he had received no "instructions." No effort had been made to bring a paper out this morning, he added.

Might Have Got Sympathy.

Opinion among Chinese circles is that no paper would have published the apology if it had previously taken up the attitude adopted by the "Shun Po." A Chinese merchant who advertises very extensively in the vernacular Press, however, expressed the view that the "Shun Po" would have got a great deal of sympathy—some of which might be practical—from the masses, if the apology had been inserted forthwith.

From a reliable source the "China Mail" gathered that some of the principals of the leading vernacular papers were to meet for an important conference this afternoon.

On inquiry from Messrs. Lo & Lo, the defending solicitors, the "China Mail" was courteously informed that defendants were trying exceedingly hard yesterday to raise the bail. Since then, the solicitors had been unable to get in touch with clients and the solicitors had no further instructions in the matter.

BANISHEE THIEF.

RETURNS FOR WORK BUT STEALS INSTEAD.

A Chinese was this morning, at the Kowloon Magistracy, charged before Mr. Schofield on two offences, namely, for stealing a quantity of clothing and for returning to the Colony before the expiration of his 5 years' banishment.

Sergeant Brittain, in charge of the case, said that at 8 p.m. yesterday, the defendant entered 114, Tainam-street, the residence of a Chinese doctor. The latter at the time was at the front door and, hearing a disturbance inside returned to the house and saw defendant with a basket under his arm leaving through the back door. Complainant blew a whistle and gave chase, and the thief was arrested by an Indian constable.

The accused pleaded "guilty" on both charges, stating that he had returned to the Colony for employment. Mr. Schofield sentenced prisoner to 3 months' imprisonment on the first charge and 3 months' hard labour on the second.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Authorised Capital $50,000,000
Issued and Fully Paid-up $30,000,000
Reserve Funds:—
Sterling ..... £ 6,000,000
Silver $14,000,000
Reserve Liability of Proprietors $30,000,000

HEAD OFFICE: HONGKONG.

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N. S. Brown, Esq. Deputy Chairman.
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HONGKEW	SOURABAYA
ILOILO	SUNGEI PATANI
IPOH	TIENTSIN
JOHORE	TOKYO
KOBE	TSINGTAO
KUALA LUMPUR	YOKOHAMA

Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

Hong Kong, 6th June, 1928.

HONG KONG SAVINGS BANK.

The Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

FOR THE HONGKONG & SHANGHAI BANKING CORPORATION.
A. C. HYNES, Chief Manager.

Hong Kong, 13th September, 1927.

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY)

BANKERS.

Established 1824.

Hong Kong Office:—11 Queen's Road Central.

Authorised Capital ..... Guilders 150,000,000 (£12,500,000.)
Paid-Up Capital ..... Guilders 80,000,000 (£6,666,670.)
Reserve Fund ..... Guilders 40,000,000 (£3,333,335.)

Head Office:—(AMSTERDAM).
Eastern Head Office:—BATAVIA.

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*) These offices have safe deposit boxes to let.

London Bankers:—National Provincial Bank Ltd. Correspondents all over the world Banking business of every description transacted.

O. STEENSTRA, Manager.

Hong Kong, 30th July, 1927.

BANQUE DE L'INDO-CHINE.

HEAD OFFICE:
96, Boulevard Haussman, Paris.

Subscribed Capital .. Frs. 72,000,000.00
Paid-Up Capital ..... Frs. 68,400,000.00
Reserve Fund ..... Frs. 89,384,519.10

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Cantho	Mengtze	Shanghai
Canton	Nam-Dinh	Singapore
Dijbouti	Noumea	Tientsin
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Haiphong	Peking	Vinh
Hankow	Pnom-Penh	Yunnanfu
	Pondicherry	

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Every description of Banking and Exchange Business transacted.

Safe Deposit Boxes to let.

CH. LEM, Manager.

Hong Kong, 1st May, 1928.

THE YOKOHAMA SPECIE BANK, LIMITED.

Established 1880.

Capital (fully paid-up) Yen 100,000,000
Reserve fund ..... Yen 99,500,000

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Lyons.	Vladivostok.
Manila.	(Temporarily closed).
Nagasaki.	
Nagoya.	

Interest allowed on Current Accounts.

Deposits received for fixed periods at rates to be obtained on application

H. MORI, Manager.

Hong Kong, 12th March, 1928.

中法工商銀行

BANQUE FRANCO-CHINOISE pour le Commerce et l'Industrie (Incorporated in France).

Prince's Building, Chater Road, Hong Kong.

HEAD OFFICE:
74, Rue St. Lazare, Paris.

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Special working capital ..Frs.50,000,000
Reserves ....)..... Frs.22,319,000

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SAN FRANCISCO:—Bank of Italy.

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A ROLLIN, Manager.

Hong Kong, 18th April, 1928.

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Incorporated by Royal Charter, 1853.
HEAD OFFICE: LONDON.

Paid-up Capital £3,000,000
Reserve Fund £4,000,000
Reserve Liability of Proprietors £3,000,000

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HANKOW	SINGAPORE
HARBIN (N. Manchuria)	SOURABAYA
HONG KONG	TAIPING (F.M.S.)
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IPOH	TIENTSIN
KARACHI	TOKYO
KLANG	TONGKAH (Bhubet)
KOBE	TSINGTAO
KUALA KANGSAR .. Perak (F.M.S.)	YOKOHAMA
KUALA LUMPUR	ZAMBOANGA (Philippine Islands)

Foreign Exchange and General Banking business transacted.

Current Accounts opened and Fixed Deposits received for 1 year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON, Manager.

Hong Kong, 3rd April, 1928.

THE BANK OF TAIWAN, LTD. (TAIWAN GINKO).

HEAD OFFICE:—Taipeh, Formosa.

Incorporated by Special Imperial Charter, 1899.

Central Bank in Formosa.
Bank-Notes issued
Average amount .. Yen 45,000,000

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J. IHARA, Manager.

HONG KONG BRANCH:
8, Des Voeux Road Central.
Hong Kong, 22nd September, 1927.

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中國銀行

(Specially Authorised by Presidential Mandate of the Republic of China on the 22nd of November, 1917).

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Paid-up Capital 18,278,600.00
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LOOK POONG SHAN, Chief Manager.

Hong Kong, 19th February, 1927.

COMMERCE AND FINANCE.

CANTON SILK.

CUTTING LIKIN RATE BY HALF.

FOREIGN COMPETITION.

Silk produced in Kwangtung has been suffering from keen competition from foreign producing countries, states the "Canton Gazette." The article is subject to a heavy Customs tax, in addition to which it has to carry a heavy likin rate, equivalent to the amount payable to the Customs, while there are also various minor taxes to be paid. The total of all these charges amounts to a heavy burden on silk when exported, and this forms a heavy handicap on the silk produced in the province.

With a view to removing part of this heavy burden and giving Kwangtung silk a better chance to meet world competition, the Customs Administration has issued instructions to all offices that from July 1, the likin rate on silk is to be reduced to half the present rate. The existing levy is 10 taels per picul, and the new rate will therefore be 5 taels per picul.

EXPORT CREDITS.

SELECT COMMITTEE REPORT.

SELF SUPPORT.

The report which has just been issued by the House of Commons Select Committee on Estimates on the subject of the export credits scheme discloses the surprising fact that in the twenty months ended February last an estimated loss of £16,600 was sustained, and in 1928-29, on the basis of present administrative costs and premiums and estimated loss on guarantees, a final net loss (without allowing for interest) is expected of £15,000. It has been frequently stated in official quarters that the scheme was not operating at a loss. Speaking at Cardiff in December last, Mr. H. Mullins, C.B.E., of the Government Export Credits Department, used the following words: "It was necessary that the Department, which had to be self-supporting, and was no charge on the taxes, should not reduce the premium below the economic limit."

Expansion of Business.

It is difficult to understand how this statement can be reconciled with the official figures disclosed by the Select Committee, though it is not improbable that Mr. Mullins would justify his statement by the fact that the business of the Department has materially expanded since an intensive publicity campaign was launched a few months ago, and that he anticipates a big increase in premium income in 1928-29. That there has been a large increase in business is borne out by the Select Committee's report, but it adds that a premium income of £100,000 is needed to avoid a loss, whereas the current income is £50,000. It should be emphasised, however, that the loss of £15,000 which the Select Committee estimates for 1928-29 is based on the assumption that premium income will be only £50,000, whereas in the view of Departmental officials it is likely to be considerably higher. "The large increase in the Department's business in the last few months," the report states, "is sufficient proof of its necessity, but the Committee sees little prospect of the Department becoming self-supporting in the near future on its present basis of expenditure."

Heavier Charges Deprecated.

The Committee, however, expresses the view that the scheme can be made self-supporting by reducing administrative expenses and increasing premiums, and that such reorganisation would not be detrimental to the utility of the scheme. It is suggested that the question of economy in administration should be remitted for expert inquiry, but that an increase of premiums should take place immediately. Experience alone will prove whether business will be checked by advancing the cost to the trader, but it appears preferable to concentrate on increasing the volume of business at the current rate of premium rather than risk a decline by advancing the charge. The Committee shows that the scheme can be made self-supporting if sufficient business is done on existing terms, and in view of this admission it appears the obvious course to pursue if traders are not to be handicapped by higher charges, which must ultimately be reflected in the cost of manufactures to the buyer.

BRITISH TRADE.

THE POST-WAR OUTLOOK.

EXPORT CHANGES.

The outlook for British trade was the subject of a paper at the Conference of the Chartered Institute of Secretaries in Cardiff by Mr. P. Lloyd Tanner, who said there was scarcely a single industry or international market left untouched by the war, and scarcely a single item in the operation of those industries or markets which was not disturbed.

Probably the most outstanding feature in the position of British industry since the war is the change which has taken place in our export trade. Not only, as has so frequently been pointed out, has the total of our foreign trade failed to regain its pre-war figure—indeed, during the past five years it has never succeeded 80 per cent. of that in 1913 as measured in volume—but, what is even more significant, though less commonly realised, it has lost its power of steady expansion.

Mr. Tanner suggested two sets of causes as having been mainly responsible for the recent state of affairs—one set temporary or controllable in nature or effect, and the other of a more or less permanent and irrevocable character. Among the former he included such matters as currency disturbances, tariffs, changes in political frontiers, the establishment of local industries in areas where they did not exist in pre-war days, and the general breaking up of the links in the chain which in pre-war days bound the trading nations of the world in one common international market. While many of these hindrances to foreign trade must be expected to persist for some time to come, they all have one thing in common: they are not necessarily permanent, but are capable of considerable modification and adjustment by arrangements between the countries affected.

One of the most important restraining influences during the last three years has been the almost continuous fall of world prices. Since there are good grounds for believing that this fall in prices is now at an end we can, Mr. Tanner added, look forward to a marked change in the position both of our exports and foreign trade development generally during the next few years. Side by side with the falling off in our foreign trade there have been important developments in our home market which, when account is taken of them, enables us to take a less gloomy view of the present position. There are many indications that since the war there has been a shifting in the centre of our industrial development from foreign to home trade. This is indicated not only by the rapid development of certain new industries, mainly catering for the home market, notably in the southern countries of England, but also by the fact that despite the heavy unemployment in our heavy basic export industries; there has been a rapid absorption of workers in other industries. Moreover, this shifting over of the population has not been accompanied by any falling off either in wages or standard of living.

APPEAL FOR PEACE.

PRIME MINISTER ON COTTON CRISIS.

The Prime Minister, speaking as a business man to business men, made a strong appeal, at a lunch in Manchester to the cotton industry to settle its present difficulties without conflict.

He spoke of the coal industry as "drinking the cup of sorrow to the dregs," and, referring to the excellent record of Lancashire in the spirit of co-operation between employers and labour, begged the employers "to think two or three times before sacrificing a position like that."

Mr. Baldwin spoke of his own experience in steel, and revealed that "for every shilling he had in the industry when he took office he had got something under a penny today."

There was "only one way out" in this or other industries—a radical reconstruction of capital. "Capital will have to come down until it represents live assets." All sides must make sacrifices, it might be even the banks.

He asked Lancashire to take off its coat, roll up its sleeves, and set to with a grim determination to pull through a time which would daunt all but the most courageous.

SHANGHAI POST.

MR. J. C. HUSTON IN CHARGE OF COMMERCIAL WORK.

Mr. Jay Calvin Huston, an American consular official, well known throughout various parts of China, has recently arrived at the local American Consulate-General to be in charge of the commercial and economic aspects of the work there. Mr. Huston has been specially detailed by the Department of State to take over this work, and his appointment is in line with the policy followed in the recent past by the Department to detail consular representatives to this phase of consulate work. He is the first "career" or consular officer to have the work in hand at the local Consulate.

Mr. Huston has spent the greater part of his consular career in China. His home is in Oakland, California, and he attended the Leland Stanford University and the University of California, receiving his degree from the latter institution, before entering the consular service.

He was appointed to the service on January 25, 1915. His first assignment was as student interpreter in China, on May 24, 1915, and following that post he held posts successively as vice-consul at Nanking, June 26, 1917; vice-consul at Hankow, November 1, 1917; vice-consul and interpreter at Hankow, June 24, 1917; vice-consul at Nanking, March 8, 1919; vice-consul at Hankow, December 3, 1919; vice-consul at Canton, January 28, 1922 and at Tientsin, on May 10, 1922. He was appointed consul of Class 6, on June 22, 1922 and remained in Tientsin on detail. In June, 1924, he was appointed Consul of Class 5, and in July of the same year he was made a Foreign Service Officer of Class 6, and detailed to Hankow on August 8, 1924. On April 6, 1927, he was assigned as Consul at Canton, his post before the present one.

Mr. Huston will supervise all commercial work of American Consulates in China, which includes answers to commercial inquiries from abroad, economic reports, and in general the endeavour to foster American trade in China.—"N. C. Daily News."

LAND SALE.

No. 21, Shing Wo-street, Wong-nei-chong (at the far end of Happy Valley), was sold by auction yesterday for $9,000 to Mr. Lam Sing-chau, a merchant. Details follow:—

Section E of Inland Lot No. 2,294 with the building on it, upset price $6,000, area 1,054 square feet, term of 75 years from 1912.

HONG KONG TIDE.

The tide-table given below has been obtained by aid of the Tide-predicting Machine, which includes 40 components for the better prediction of tides, from the result of the analysis of the tidal observations, taken at the Kaulung tidal observatory under the direction of Dr. Doberck during the years 1887, 1888 and 1889.

The times and heights are given for Kaulung; but they may be used for the Victoria Naval Yard and Aberdeen, the differences being very small.

The times of high-and low-water must not be considered to coincide with the times of slack-water and change of current, the two phenomena being quite distinct.

June 15 to 21, 1928.

Date.		High Water Standard Times	Ht	Lower Water Standar Times	Ht.
June					
Fri.	15	m 6 57	6.4	m 0 43	2.4
		6 12a	4.7	1 51 a	1.4
Sat.	16	m 7 35	7.0	m 1 20	2.6
		0 1ea	4.5	2 44 a	0.7
Sun.	17	m 8 11	7.5	m 1 55	2.8
		10 17a	4.5	3 2 a	0.1
Mon.	18	m 8 51	7.9	m 2 29	2.9
		11 17a	4.1	4 19 a	0.1
Tues.	19	m 9 33	8.0	m 3 3	3.1
				5 6 a	0.1
Wed.	20	m 0 18	4.0	m 3 38	3.2
		m 10 16	7.9	5 51 a	0.1
Thurs	21	m 1 14	8.9	m 4 15	3.4
		m 11 0	7.5	6 44 a	0.4

HONG KONG MARKET PRODUCE.

APPROXIMATE RETAIL PRICES.

Butcher Meat.

			June 1, 1928. Cts.	June, 1918. Cts.	June, 1914. Cts.
Beef Sirloin	牛尾桿	lb.	28	24	12
" Prime Cut		"	28	28	12
" Corned	咸牛肉	"	—	23	12
" Roast	燒牛肉	"	28	24	22
" Breast	牛腩	"	24	20	18
" Soup	湯肉	"	26	20	18
" Steak	牛柳	"	28	24	22
" Steak Sirloin	牛柳腰	"	40	30	35
" Sausages	牛腸	"	40	26	20
Bullock's Brains	牛腦	per set	15	10	12
" Tongue, fresh	牛脷	each	65	50	60
" Tongue, corned	咸牛脷	"	—	60	—
" Head	牛頭	"	$1.20	—	$1.20
" Heart	牛心	lb.	24	18	14
" Hump, Salt	牛肩	"	34	20	18
" Feet	牛蹄	each	8	10	12
" Kidneys	牛腰	"	15	16	12
" Tail	牛尾	"	28	20	22
" Liver	牛肝	lb.	24	18	14
" Tripe	牛肚	"	7	6	7
Calves' Head & Feet	牛仔頭蹄	set	$1.20	$1.00	$1.00
Mutton Chop	羊排骨	lb.	46	26	—
" Leg	羊脾	"	46	26	—
" Shoulder	羊手	"	44	24	—
" Saddle	肉	"	46	—	—
Pig's Chitlings	猪腸	"	30	—	27
" Brains	猪腦	Per set	3	—	12
" Feet	猪蹄	lb.	15	15	—
" Fry	猪什	"	28	15	18
" Head	猪頭	"	15	20	—
" Heart	猪心	each	15	10	10
" Kidneys	猪腰	"	15	10	8
" Liver	猪肝	lb.	48	30	24
Pork Chop	猪排骨	"	34	25	23
" Leg	猪脾	"	34	—	—
" Loin	猪後腰	"	38	60	70
" Fat or Lard	猪油	"	24	21	—
Sheep's Head & Feet	羊頭蹄	per set	90	60	70
" Heart	羊心	each	12	8	7
" Kidneys	羊腰	"	15	12	10
" Liver	羊肝	"	46	26	25
Sucking Pigs, to order	乳猪	lb.	26	25	22
Suet, Beef	牛油	"	30	20	18
" Mutton	羊油	"	46	26	26
Veal	牛仔肉	"	30	20	20
" Sausages	牛仔腸	"	32	—	—
" " No. 1		"	28	—	—

Fish.

Barbel	鯪魚	lb.	38	19	24
Bream	鯛魚	"	32	20	16
Canton Fresh Water Fish.	省城淡水鮮魚	"	28	13	16
		"	30	16	27
Carp	鯉魚	"	22	12	9
Catfish	鮰魚	"	30	20	25
Codfish	鱈魚	"	24	23	26
Crabs	蟹	"	20	16	2
Cuttle Fish	墨魚	"	35	23	16
Dab		"	—	—	—
Dace	黃鱔尾肚	"	38	20	—
Dog Fish	炒鯊	"	15	10	8
Eels, Conger	海鰻	"	20	16	—
" Fresh Water	淡水鰻	"	30	10	18
" Yellow	黃鱔	"	22	26	30
Frogs	田石白鯇	"	65	32	25
Garoupa	班	"	75	40	30
Gudgeon		"	24	22	18
Herrings	白甲花魚	"	21	18	23
Halibut		"	22	18	15
Labrus	單	"	24	22	18
Loach		"	45	22	24
Lobsters		"	45	32	21
Mackerel		"	34	20	26
Monk Fish		"	48	13	2
Mullet		"	20	18	2
Oysters		"	30	16	22
Parrot Fish	公班	"	28	14	9
Perch		"	25	20	15
Pike	花班	"	35	16	9
Plaice		"	32	26	29
Pomfret, Black		"	30	36	30
Pomfret, White	白鯧	"	35	36	45
Prawns	蝦	"	70	10	14
Ray	魟魚	"	12	10	14
Rock Fish	石斑	"	40	18	18
Roach		"	50	36	30
Salmon		"	10	8	10
Shark		"	14	10	10
Skate		"	55	32	30
Shrimps		"	48	26	35
Snapper		"	45	23	23
Soles		"	36	22	18
Teach		"	35	18	12
Turbot		"	1.00	40	—
Turtles, small, fr. water					

Poultry.

			June 1, 1928. Cts.	June, 1918. Cts.	June, 1914. Cts.
Chicken	雞	lb.	55	30	31
Capons, Small	線雞	"	45	28	30
Capons, Large	肥線雞	"	55	28	30
Duck	鴨	"	45	22	21
Doves	乳鴿	each	—	22	21
Eggs, Hen (cooking)	雞蛋	per doz.	32	18	—
Eggs, Hen (fresh)	新鮮雞蛋	"	38	25	20
Fowls, Canton	本地雞	lb.	70	36	24
Fowls, Hainan	海南雞	"	40	36	24
Geese	鵝	"	45	24	24
Pigeons, Canton	白鴿	each	55	80	—
" Hoihow	海口鴿	"	30	28	—
Turkeys, Cock	火雞公	lb.	65	—	—
Turkeys, Hen	火雞	"	60	51	45
Snipe	沙鷸	each	—	—	—
Pheasant	山雞	pair	—	—	—
Quail	鵪鶉	each	—	—	2
Partridges	鷓鴣	"	—	—	—

Fruits.

Almonds	杏仁	lb.	70	35	—
Apples (California)	金山蘋果	"	24	24	—
Bananas (bride's)	新山香蕉	"	6	4	—
Carambola	楊桃	"	—	12	—
Cocoanuts	椰子	each	14	10	10
Lemons, China	檸檬	lb.	10	25	30
Lemons (America)	金山檸檬	each	8	8	—
Lichees, Dried	荔枝干	lb.	—	25	30
Oranges (Canton)	新會甜橙	"	20	—	—
Oranges	橙	"	28	—	15
Pears (Canton)	沙梨	"	18	—	—
Peanuts	花生	"	14	10	12
Persimmons, Large	紅柿	"	—	12	—
Plantain	大蕉	"	5	3	—
Pumelo, Siam	暹羅柚	each	16	12	6
Walnuts	合桃	lb.	16	—	16
Grapes	葡萄子	"	—	—	—

Vegetables, &c.

Artichokes	鴨芝竹	each	12	—	8
Beans, Sprout	芽菜	lb.	5	—	7
" Long	豆角	"	10	8	—
Beet Root	紅頭	"	12	—	—
Bitter Squash	苦瓜	"	6	24	—
Brinjals, Green	青瓜	"	6	5	9
" Red	紅瓜	"	8	5	3
Cabbage, Chinese	芥菜	"	13	—	—
" (Shanghai)	鄉菜	"	—	12	—
Cauliflower (Large)	大鄉菜花	each	—	—	—
" (Medium)	中鄉菜花	"	—	—	—
" (Small)	細鄉菜花	"	—	6	6
Carrots	金筆菜	lb.	6	6	6
Celery, Chinese	芹菜	"	—	10	6
Chillies, Dried	乾辣椒	"	35	25	5
" Red	紅辣椒	"	15	10	16
" Green	青花椒	"	12	8	12
Curry Stuff, English	架厘材料	"	10	8	—
Cucumbers		"	6	2	—
Garlic	青瓜	"	12	6	6
Ginger, Young	薑	"	12	7	—
" Old	干薑	"	5	10	—
Horseradish, Shanghai		"	30	8	4
Indian Corn	粟米	"	8	45	—
Lettuce	生菜	"	6	1	—
Water Chestnuts	馬蹄	"	8	—	8
" Mandarin	桂林馬蹄	"	12	—	8
Mushrooms, Fresh	鮮草菰	"	50	—	8
Okroes		"	—	1	10
Onions, Bombay	洋蔥頭	"	8	8	3
" Green	生蔥	"	8	4	6
" Shanghai	上海蔥頭	"	8	6	—
Parsley	芹菜	"	10	60	8
Potato, Sweet	番薯	"	5	3	—
" Japanese	日本薯仔	"	4	3	—
" American	金山薯仔	"	5	3	—
Pumpkin	多瓜	"	5	4	4
Radish	紅蘿蔔	"	—	—	—
Rhubarb (Fresh)	大黃菜	"	15	—	10
Shallots	干蔥	"	8	—	8
Spinach	菠蘭	"	6	8	—
Tomatoes	番茄	"	8	4	—
Taros	芋	"	4	7	0
Turnips, Punti (Long)	蘿蔔瓜菜	"	6	6	—
Vegetable Marrow	節	"	6	4	—
Water Cress	西	"	4	15	—
Water Lily Root		"	5	6	—

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NOTICE IS HEREBY GIVEN that the Register of Members of the Company will be CLOSED from 1st July, 1928, to the 10th July, 1928, both days inclusive, during which period no Transfer of Shares can be registered.

By Order of the Board of Directors.
GIBB, LIVINGSTON & CO., LTD., Agents.
Hong Kong, 16th June, 1928.

PUBLIC AUCTION.

G. R.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 25th day of June, 1928, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Ma Tau Kok in the Colony of Hong Kong, for a term of 75 years with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot.	Registry No.	Locality.	Boundary Measurements. N.	E.	S.	W.	Contents in Sq. feet.	Annual Rent.	Upset Price.
1	Kowloon Marine Lot No. 97.	Ma Tau Kok.	ft.	ft.	ft.	ft.	About 65,000	$ 454	$ 40,500
			As per sale plan.						

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FOR MINERS.

ACCENTS OF WALES AND THE NORTH HEARD IN AYLESHAM.

RECENT EXPANSION.

[By R. J. Cruikshank.]

After travelling a whole morning through the flowering orchards of Kent, it was strange to come at the end of the journey to a road where miners, grimed with coal, were tramping home from the pit.

On my ears fell the authentic accents of South Wales and of County Durham. Both struck an alien note, after I had been listening to the soft, pastoral speech of the South. The force of contrast made the Welsh voice seem excited and sharply interrogatory, and the Northcountrymen's rough and rasping.

I heard one man, as I passed him, talking of Tonypandy.

To be reminded of the mining towns of Wales just then was like meeting a ghost upon the road. Happily East Kent has no such tableaux of human wretchedness or of the profanation of natural beauty to show. Its coalfield is being developed with a regard for the graces of field and orchard, and for the human need of decent housing.

Already, however, it has had one noteworthy consequence. It has placed on the map of Kent a town which had no existence a year ago.

Recently Christened.

Some miles north of Dover I came upon Aylesham, Britain's newest town, a community which exists as completely for coal, and through coal, as any place in the valleys of Glamorgan.

Aylesham is a town without ancestry, and it is only a few months since it was christened. Fifteen months ago there were green fields where now stand streets of fine red-roofed houses.

Alyesham is a fruit of the enterprise of Messrs. Pearson and Dorman, Long, Ltd., who revivified the Snowdown Colliery. Expert estimates of the total amount of coal available in the East Kent area (which is bounded by Canterbury, Dover, and Ramsgate) vary from two million tons to nine million, and eventually many thousands of workers will be brought to the pits. The over-sanguine may be reminded, however, that coalfield development is necessarily slow.

This new town is a portent.

Buying A Piano.

To be precise, there are 402 houses in Aylesham already, and it is quite likely that in the future the opening of new pits at Adisham or Wingham may lead to an expansion of the new town.

The population is about 2,000. In the schoolhouse there are 375 children.

Something of the thrill of the creator of a new town came to me as I walked the road that leads from Snowdown Colliery to Aylesham.

Two women approached me with a subscription list. It was to buy a piano for the Glee Party of the Baptist Church, which is to be opened shortly.

"It is a very nice Glee Party," said the women, "and it ought to have a piano." I agreed, and henceforth I shall feel a certain glow of pride as the donor of a tiny section of the piano that sets this outpost of civilization singing.

It is too much to expect that a mining town can ever be rose-twined and romantic like a country village, but, all other considerations apart, I hope the experiment of Aylesham succeeds, in order to show the world that spaciousness and ordered development need not necessarily be absent from a mining community. The streets and squares are notably wide, and across the green field are traced the lines of a fine boulevard which will eventually be planted with trees.

Avoided Errors.

Those who have planned the new town have sought to avoid the errors of cramped streets, huddled houses, and a grudging allowance of light and air perpetuated in many of the older communities.

It gives the pleasure of the unexpected to arrive in this corner of Kent and talk to men who have spent virtually all their lives in the pits of the Abertillery area of Seaham. The first miner I met came from Glenavon. The second was a young fellow from Northumberland. Listening to their talk, it was enlightening to study the actions and reactions of a purely industrial psychology against this rural background.

Miners in other coalfields who think of migrating to the East Kent pits in the course of future developments should assure themselves before they start that the new life is likely to suit them. Several men with whom I talked told me of migrants who, feeling out of their element in Kent, had gone home again within 24 hours of their migration.

The Moral.

This underlines the moral of the whole of the industrial changes of the South. Many a heart-ache has been caused by the illusion that work for all kinds of men is easy to get in Southern England. I have even heard of unskilled men coming from the North to compete with the local miners. No man of that type can afford to leave home on the bare hazard of picking up employment in any of these industrial communities. He should be certain of a job to do and a roof to sleep under before he makes the venture.

The truth is of course, that the South has no easy substitute to offer for lost livelihoods in the North or West.

Incidentally this message has a certain curiosity value. I believe it is the first to be dated from the new town of Aylesham, Kent. "Daily News and Westminster Gazette."

LAMMERT BROS.
AUCTIONEERS, APPRAISERS AND SURVEYORS.
—Public Auctions—

THE Undersigned have received instructions to sell by Public Auction
ON
TUESDAY, the 26th June, 1928, commencing at 11 a.m., at No. 7 Knutsford Terrace, Kimberley Road, Kowloon.
A Quantity of
VALUABLE HOUSEHOLD FURNITURE.
Catalogues will be issued.
Terms:—Cash on delivery.
On View from Monday, the 25th June, 1928.
LAMMERT BROS.,
Auctioneers.
Hong Kong, June 19, 1928.

THE Undersigned have received instructions to sell by Public Auction
ON
WEDNESDAY, the 27th June, 1928, commencing at 11 a.m. at No. 2 Torres Building, Kimberley Road, Kowloon.
A Quantity of
VALUABLE HOUSEHOLD FURNITURE.
Catalogues will be issued.
Terms:—Cash on Delivery.
On View from Tuesday, the 26th June, 1928.
LAMMERT BROS.,
Auctioneers.
Hong Kong, June 19, 1928.

'SHANGHAILANDER.'

MR. D. C. HUTCHISON LEAVES FOR HOME.

Mr. D. C. Hutchison, head of the firm of John D. Hutchison and Co., leaves Shanghai to-day, (says the "N. C. Daily News") but while he is severing his business connection with the port, he hopes to keep up his social acquaintance with it for a very long time to come. Born in Hongkong, Mr. Hutchison was educated at Home, and came to Shanghai in 1913. A very keen rowing man, he rowed in that year in a very striking race, when Scotland broke the long record of the Germans for winning the eights. Mr. B. R. Jackson, who was killed during the war, coached the Scottish eight on that occasion and the late Mr. T. W. Hill stroked it, while Mr. Hutchison proved an admirable No. 7. He was also about the same time one of the crew of the "Homeside" oarsmen who competed against the Shanghai trained product. Again this was coached by Mr. Jackson, and the eight was made up of one Scotsman, one Norwegian, one American and five Germans. Mr. Hutchison was captain of the Rowing Club for two seasons, while he has also done a great deal of valuable work for the Shanghai Golf Club on the committee of which he has served. Mrs. Hutchison left for Home a month ago.

SCHOOL CINEMAS.

OUT OF VOLUNTARY FUNDS.

The L.C.C. Education Committee approved a recommendation by the Advisory Committee on School Equipment in favour of the use in schools of a cinema apparatus they had inspected, purchase to be made by the head teachers with sums raised by voluntary subscription.

The Advisory committee stated that they had also examined about 100 films which they regarded as suitable for school use, and considered that, provided every film released by the publishers was inspected by them, suitable films should be placed upon the requisition list and supplied. The films were non-inflammable.

RECTOR'S LANGUAGE

DISAPPOINTED AT COURT'S VERDICT.

"CUT DEAD."

The Rev. Oswald Ernest Hayden, Rector of Avening, has been found guilty of using bad language by the commission appointed by the Bishop of Gloucester to inquire into allegations made against him by parishioners.

He was acquitted on the other charges.

The finding of the commission is now under the consideration of the bishop, whose secretary stated that no statement would be made for several days. "It is a matter which requires very deep consideration," he added.

The bishop has power to appoint a curate in Mr. Hayden's place if he accepts the report, and Mr. Hayden has the right to appeal to a court consisting of the archbishop and a judge of the High Court.

Mr. Hayden received a copy of the report at the offices of his solicitor in Gloucester. "The rector is very disappointed," said a member of the firm, "but we believe he will be completely vindicated." Mr. Hayden, when seen afterwards at the county cricket match at Gloucester said:

I am naturally disappointed. But it would be folly for me to say anything at this point. I have come here for a day's cricket, and for the time being I have dismissed the matter from my mind.

Village Solid.

Mrs. Hayden, the rector's wife, said:

This thing has been engineered by about only 20 people. I am not tearful, but very angry. Some people in this parish have thought fit to "cut me dead" whenever I have passed them on the road in recent weeks.

None of them, however, have been the village people, who have stood solidly behind my husband. He is a fighter and so am I. We will spend our last penny in fighting this affair to the end. Whatever happens, I will stand behind my husband and try to make him fight to the last.

S'HAI ARCHITECT.

MR. ERIC CUMINE TO JOIN FATHER'S FIRM.

A pleasant function was held on the 15th inst. at the offices of Mr. H. M. Cumine, when a large number of friends met to tender congratulations to Mr. Eric B. Cumine, who has recently joined the firm. Amongst those present were Messrs. Brodie A. Clark, A. D. Bell, J. R. Jones, E. H. Bathwell, C. M. Bain, P. L. Bojesen, F. C. Millington, E. C. Emmett and a number of others.

Mr. Cumine, Jr., who had studied for five years in the Architectural Association's School, England, and served the necessary six months in the office of a practising architect, was the recipient of congratulations upon receipt of the diploma of the Association.

Mr. Brodie A. Clark proposed a toast to the health of young Mr. Cumine. They had reason, he said, to be proud of the fact that a Shanghai boy had gained such honours and he, (Mr. Clark) was especially pleased with the young man's success because he had known young Mr. Cumine's grandfather in days gone by. He expressed the hope that the firm would prosper, and wished the partners continued prosperity.

Mr. Cumine, Jr., replied in suitable terms after which his father expressed his gratitude at the attendance of so many friends.

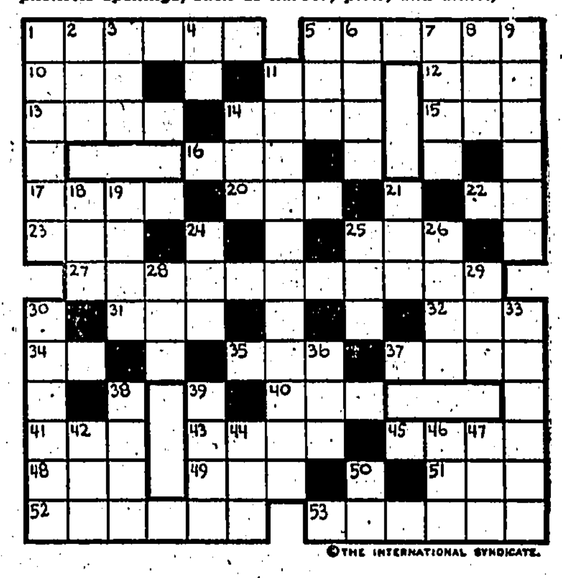
CHINESE "POSTIES."

RESULT OF THE NANKING VISIT.

The Chinese Post Office Employees Union (Shanghai) held a meeting on June 8 when the delegates who recently paid a visit to Nanking submitted their reports. According to the Chinese press, the following demands were accepted by the authorities:—(1) That the pay of high grade employees be reduced, while those of the lower grades be increased; (2) that the use of coloured uniforms be discontinued; (3) that retiring gratuities be given to employees after certain periods of service; (4) that four months' pay be given to the relatives of any employee who dies; (5) that wages be not deducted in cases of sickness, and that medical expenses be given to such employees of all grades on Sundays and other general holidays; (7) that a fixed sum of money be given to meet the expenses of the employees union; (8) that a school for children of employees be established; (9) that messengers of the various departments be given equal treatment; and (10) that membership fees be deducted from the wages of employees.

DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



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HORIZONTAL
1–What was the name of the ruler of a synagog whose daughter Jesus raised from the dead?
5–With what country was the U. S. at war in 1847?
10–An insect
11–River in S. E. Russia
12–A mongrel dog
13–Sediment
14–To change for the better
15–Peculiar
16–To be tangled
17–Bloodless
20–Besides
22–Father
23–Exist
25–A distress signal
27–What is extreme poverty
31–A bitter herb
32–A meadow
34–Article
35–Possessive pronoun
37–Means of subsistence
40–Ionic (abbr.)
41–A loose hanging lock or shred

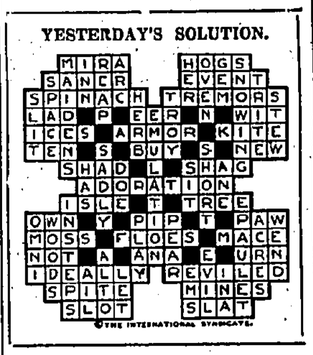
HORIZONTAL (Cont.)
43–On
45–What is the largest tributary of the Mississippi river from the east?
48–A poem
49–To interdict
51–A suffix used to form feminine noune
52–Of what country is Oslo the capital?
53–What is the 360th part of a circle?

VERTICAL
1–A city in E. Mexico
2–One (Dial. Eng.)
3–Suffix. Like
4–Personal pronoun
5–Combining form. Single
6–Fragments
7–In the Greek Church what is a holy picture called?
8–What does the cow chew?
9–What is a trying course of experience?
11–Hatred.

VERTICAL (Cont.)
14–The month of flowers
18–A suffix used to form noune
19–What is an annealing-oven in a glass factory?
21–King (French)
24–Devoured
26–A filthy habitation
28–Existing or acting without another
29–What is a star that is the center of a system revolving around it?
29–Born (French)
30–To remit the penalty of
33–To place or bring near
36–A native of a country or place
38–A demon
40–What was the ancient Roman trumpet called?
42–Unnecessary activity
44–To give
46–Possessive pronoun
47–Suffix denoting condition
50–To possess actuality

(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)

YESTERDAY'S SOLUTION.



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For the information of visitors the following list of some of the highest points on the Island and Mainland is published:—

Island.	Feet.
Victoria Peak	1823
Signal Station	1774
Mt. Parker	1734
Mountain Lodge	1725
The Eyrie	1725
Peak Hotel	1305
Taikoo Sanatorium	1000
Mt. Davis	877
Bowen Road (filterbeds)	297
Mainland.	**Feet.**
Taimoshan	3124
Kowloon Peak	1971

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YOU have sent in your bit? No.
DOING it now? Yes.
ABOUT how much is
IT?

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From Hong Kong.
M.V. "VIMINALE" .....Sails on/or about 26th June.
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KOREA MARU (Calls at Keelung) .. Tuesday, 26th June.
SHINYO MARU ..... Tuesday, 10th July.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.
HARUNA MARU ..... Saturday, 30th June.
KAMO MARU ..... Saturday, 14th July.
SYDNEY & MELBOURNE via Manila & Ports.
TANGO MARU ..... Wednesday, 20th June.
AKI MARU ..... Wednesday, 25th July.
BOMBAY via Singapore, Penang, & Colombo.
†GENOA MARU ..... Wednesday, 27th June.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama.
GINYO MARU ..... Thursday, 12th July.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.
KAMAKURA MARU ..... Tuesday, 17th July.
NEW YORK and/or BOSTON via PANAMA.
†TAKAOKA MARU ..... Wednesday, 4th July.
LIVERPOOL via Port Said, Geneva, Marseilles.
†DURBAN MARU ..... Tuesday, 10th July.
CALCUTTA via Singapore, Penang & Rangoon.
† RANGOON MARU ..... Saturday, 30th June.
NAGASAKI, KOBE & YOKOHAMA.
AKI MARU ..... Friday, 22nd June.
SHANGHAI, KOBE & YOKOHAMA.
† BINGO MARU ..... Saturday, 23rd June.
†SEIYO MARU (Moji direct) ..... Tuesday, 26th June.
ATSUTA MARU ..... Tuesday, 26th June.
† MATSUYE MARU ..... Tuesday, 26th June.

†Cargo only.

Subject to alteration without notice.

For further information apply to—NIPPON YUSEN KAISHA.
Tel. Central No. 292 (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore Colombo, Suez and Port Said.
ALTAI MARU ..... Wednesday, 11th July.
RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore, Colombo, Durban & Cape Town
MANILA MARU ..... Saturday, 30th June.
BOMBAY—Via Singapore and Colombo
TACOMA MARU ..... Saturday, 23rd June.
INDUS MARU ..... Thursday, 5th July.
DURBAN, DELAGOA BAY, BEIRA, DAR-ES-SALAAM, ZANZIBAR AND MOMBASA—Via Singapore and Colombo.
PANAMA MARU ..... Sunday, 8th July.
CALCUTTA—Via Singapore, Penang and Rangoon
SHUNKO MARU ..... Thursday, 5th July.
SEATTLE MARU ..... Wednesday, 25th July.
VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Shanghai and Japan ports
ARABIA MARU (From Shanghai) .. Monday, 2nd July.
BANGKOK—Via Saigon.
HAIPHONG—Via HOIHOW & PAKHOI
MENADO MARU ..... Friday, 22nd June 10 a.m.
NEW YORK—Via Japan ports, San Francisco & Panama
HAVANA MARU ..... End of June.
JAPAN PORTS
SEATTLE MARU ..... Saturday, 23rd June.
BATAVIA MARU ..... Saturday, 7th July.
KEELUNG—Via SWATOW & AMOY
SEATTLE MARU (direct to Keelung) . Saturday, 23rd June.
KISHU MARU ..... Sunday, 24th June Noon.
HOZAN MARU ..... Sunday, 1st July Noon.
TAKAO—Via SWATOW & AMOY
KOHOKU MARU ..... Thursday, 28th June noon.
TAKAO & KEELUNG
BATAVIA MARU ..... Saturday, 7th July.

For further particulars please apply to:—OSAKA SHOSEN KAISHA.
Tel. Central Nos. 4088, 4089, 4090. M. TAKHUCHI, Manager.

SHIPPING SECTION.

SUNK QUICKLY.

TWELVE SAILORS LOSE THEIR LIVES.

NAVAL SHIP DAMAGED.

Portland.—Twelve of the crew of twenty-two of the Greek steamer "Ioannis Fafalios," including the captain and mate, lost their lives when their vessel was rammed and sunk in the English Channel by the Royal Naval Fleet Auxiliary "Bacchus." One of the rescued men was seriously injured. The collision occurred about 30 miles south of St. Albans Head in a dense fog. The Greek vessel, which was rammed amidships, sank in one and a half minutes.

There were no casualties on the "Bacchus," which, however, was badly damaged, and was towed into Portland Harbour in the early hours of the morning with a skeleton crew on board. Thirty-five of the crew, together with the surviving Greeks, were transferred to other vessels and landed at Portland. The Greek vessel was under the command of Captain T. Tsarisaronis.

One of the crew of the "Bacchus" in an interview said:—"There was a pea soup fog in the Channel, and we were into the Greek ship before we know where we were. Our bows caught her fairly amidships, and with her cargo of iron ore she went down in a minute and a half like a plummet. Those of her crew who were on deck were flung into the water but those below had no chance. We immediately put out lifeboats, and picked up twelve men. The captains head was terribly injured, and along with the mate he died shortly after we got them aboard.

Two Holds Flooded.

"At first the "Bacchus" did not seem badly damaged, but as we turned to make for Portland she began to sink by the head. She was making water fast, and holds one and two were flooded. With only one bulkhead and her cargo of timber to help to keep her afloat the captain ordered most of us and the Greeks to take to the boats, leaving a handful of men and one boat on board. We rowed away and were picked up by the steamer "Manchester Commerce," which arrived about a quarter of an hour after the collision. Later we were transferred to the destroyer "Salmon."

When the "Bacchus" wirelessed that she was in danger of sinking the battle cruiser "Tiger," the destroyer "Salmon," and two tugs rushed to her aid from Portland, and the tug "Resolve" which went out from Portland experienced some difficulty in locating her, however, on account of the fog.

When the "Salmon" returned to Portland, Doctor Howard, the port medical officer, went on board, and attended to the survivors. One of the men from the Greek vessel had several ribs broken, and was taken to Weymouth Hospital in the ambulance. Others were suffering from slight injuries, but along with the remainder were able to go to a neighbouring Salvation Army hostel for the night. On the jetty they were met by the owner of the lost vessel, Mr. Angelus, who had hurried from London on hearing of the disaster.

None of the Greek sailors could speak English, but Mr. Angelus stated that they knew little about the collision. "All they know is that there was a crash and they were thrown into the water," he said.

One of the men brought a lifebelt ashore to which he told Mr. Angelus he owed his life. The men presented a pitiful appearance, and were dressed in a medley of garments supplied by the crew of the "Salmon."

The bows of the "Bacchus" showed plainly the force of the impact, but the most serious damage was below the water line.

Timber Keeps "Bacchus" Afloat.

The "Tiger" was the first ship from Portland to reach the scene, and stood by. Despite the damage, however, the "Bacchus" was able to keep her pumps going whilst a large quantity of timber in the hold helped to keep the bows above water. One of the Portland tugs took her in tow at ten o'clock in the night, and an hour later the "Resolve" made fast to the "Bacchus."

The work of bringing the damaged vessel into harbour was carried out without a hitch, despite the difficulty of moving her stern first. At 2.30 in the morning she was made fast to the jetty in Portland Harbour. Captain L. L. P. Willan, captain in charge at Portland, and other Portland officers, immediately went on board.

Captain Willan complimented Captain Smith, of the "Resolve," on his work in bringing in the "Bacchus."

"Fortunately the sea was calm," said Capt. Smith, in an interview later, "although the wind was freshening as we came into harbour. Had it freshened earlier, the "Bacchus" might easily have sunk." As soon as she was made fast, those of the "Bacchus" crew who had come in on the "Salmon" returned to their ship, and the work was begun of shoring up the remaining bulk head, and getting pumps from other tugs to work.

The bodies of the Greek captain and mate were removed from the "Bacchus" by the police and taken to Portland Mortuary.

The "Bacchus" acts as a carrier of naval stores and was outward bound from Chatham to Malta. The Greek vessel was bound for Dunkirk.

The sailor injured and taken to Weymouth Hospital was reported to be fairly comfortable. His name is given as Olympios Cook, aged 55.

The "Bacchus" has been towed into shallower water and with the removal of some of her cargo, it was possible to see the great rent in her bows. She will probably be temporarily repaired and towed to Portsmouth.

It is understood that a Board of Trade inquiry will be held.

PORTS OF REGISTRY.

NAME OF BUILDER'S HOME TOWN.

A SUGGESTION.

Viscount Craigavon's suggestion, at the launch of the "Highland Monarch," that ships built with the assistance of a subsidy or Trade Facilities Act guarantee should bear as their port of registry the name of the builders' "home town," is ingenious as an advertising notion, but hardly likely to meet with extended adoption. Ports of registry often appear to be allocated on very obscure principles or even on none at all, but the appearance bedies the reality—there is usually a sound reason. As a rule the port which contains the head office of the owning company is selected, and so long as the connection is maintained, the choice is sufficiently obvious. If, at some later date, the head office is moved elsewhere, but the original port of registry retained, the uninstructed may have cause for wonder. For instance, the head office of the Hain Steamship Co., a subsidiary of the P. and O. Company, is at Cardiff, but the ships are still registered at St. Ives. Quite a small proportion of the tonnage sailing from Southampton is actually registered there, most ostensibly hailing from either London or Liverpool. But, after all, what does it matter? The strolling passenger who troubles to read the port of registry on a ship's boats or lifebouys may, as the noble Viscount alleges, reflect, "What shipbuilders they must be in London or Liverpool;" but the man who harbours thoughts so vague as that is not likely to place orders for ships anywhere. The men who order ships know perfectly well where ships are built—and many of them can recognise a Belfastbuilt ship at sight from a much greater distance than they could possily read her name without a telescope. On the whole, the present practice works out quite well, and it is difficult to believe that any shipbuilding centre has yet suffered serious loss of business because it does not advertise on its ships' lifeboats.—"Journal of Commerce."

RUM-RUNNING.

IN BERMUDAN WATERS.

U. S. ORDER.

Washington.—Commandant Billard, of the United States Coastguard, declared that he had ordered Revenue cutters to keep out of Bermuda because of the protests arising from the pursuit of rum-runners in Bermudan waters.

Mr. Lowman, the Assistant Secretary of the Treasury, who is in charge of the prohibition enforcement, understands that the order was issued "until some agreement had been reached with the British Government." He vehemently denied that coastguards ever went to Bermuda except in the case of accident or storm, or that coastguard vessels pursued rum-runners in Bermudan waters or entered to spy on rum-runners.

"Bermuda has become a dumping-ground for liquors from England, Cuba, Canada and other countries ever since the import tax was reduced in Bermuda from 2½ dols. to 50 cents a gallon," added Mr. Lowman, "and for that reason it is necessary for United States coastguards to patrol the American coast in that neighbourhood."

ROUND THE WORLD.

TOO MUCH FLIRTATION ON STUDENTS' TRIP.

New York.—Dr. James Lough, who headed the "floating university" which made an educational tour of the world last year, is bringing an action against the New York University, where he has been Professor of Psychology, for illegal dismissal. He claims £20,000 damages. Dr. Lough states that he has no reason to believe that his connection with the college cruise of 500 young men and women in the steamer "Ryndam" had anything to do with his leaving the university, but no friction occurred until the voyage was concluded.

It is admitted by the university authorities that the educational tour was not a complete success, mainly because there was a tendency aboard ship for the students to spend too much time in social festivity and flirtation, but the experiment has been useful in many ways. Dr. Lough is now preparing for a new tour of the world on Sept. 19, but this time only men students will be taken.

SHIPPING PROFITS.

It is officially announced that an agreement has been reached between the British and the Icelandic Government for the exemption of shipping profits from double taxation. Article 2 of the agreement reads: The Royal Icelandic Government have declared that under the laws of the Kingdom of Iceland regarding the income tax and property tax, tax is not chargeable in respect of profits which accrue from the business of shipping carried on by an individual resident in Great Britain or Northern Ireland, or by a company managing and controlling such business in Great Britain or Northern Ireland.

MOVEMENTS OF STEAMERS.

The C.P.S. R.M.S. "Empress of Russia" arrived at Kobe on June at 2.30 p.m., left Kobe yesterday at 5 a.m., and was due at Nagasaki to-day at 5 a.m.

The P. & O. s.s. "Ranpura" left Shanghai for this port on Tuesday at 4 p.m. with the Mails, and is due here on June 22 at about 7 a.m.

The D. & Co. M.V. "Esquilino" sailed from Singapore on June 18 and is expected here on June 23.

The D. & Co. M.V. "Viminale" sailed from Dairen on June 17, and is due here on June 26.

The s.s. "Tricolor" sailed from New York on June 6 and is due in Manila on July 19.

CONSIGNEES' NOTICE.

Consignees of Cargo ex s.s. "Benvrackie" are reminded to take delivery of their goods which will be subject to rent after June 27.

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S.S. "WEST ISLIP" ....June 26
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SAILINGS 1928.

STEAMERS	Hong Kong Leave	S'hai Leave	Kobe Leave	Y'hama Leave	V'ver Arrive
EMPRESS OF RUSSIA	July 4	July 7	July 10	July 12	July 21
EMPRESS OF ASIA	July 18	July 21	July 24	July 26	Aug. 4
EMPRESS OF CANADA	Aug. 8	Aug. 11	Aug. 14	Aug. 16	Aug. 25
EMPRESS OF RUSSIA	Aug. 29	Sept. 1	Sept. 4	Sept. 6	Sept. 15
EMPRESS OF ASIA	Sept. 12	Sept. 15	Sept. 18	Sept. 20	Sept. 29
EMPRESS OF CANADA	Oct. 3	Oct. 6	Oct. 9	Oct. 11	Oct. 20
EMPRESS OF RUSSIA	Oct. 24	Oct. 27	Oct. 30	Nov. 1	Nov. 10
EMPRESS OF ASIA	Nov. 7	Nov. 10	Nov. 13	Nov. 15	Nov. 24
EMPRESS OF CANADA	Nov. 28	Dec. 1	Dec. 4	Dec. 6	Dec. 15

(E/Asia and E/Russia call at Nagasaki the day after departure from S'hai)

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Atlantic sailings from Montreal and Quebec every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.

HONG KONG—MANILA SERVICE.

Leave Hong Kong	Arrive Manila		Leave Manila	Arrive Hong Kong
June 27	June 29	EMPRESS OF RUSSIA	June 29	July 1
July 10	July 12	EMPRESS OF ASIA	July 13	July 15

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BRITISH WUCHOW LINE

SAILING DATES FOR JUNE, 1928 (subject to change).
DEPARTURE HOURS: Hong Kong 5.30 p.m., Wuchow 2.00 p.m.

S.S. "TAI HING" [1,068 tons—Capt. O. B. Wilks.]		S.S. "TAI MING" [649 tons—Capt. G. J. Spink.]	
WED. 20th	MON. 25th	SUN. 24th	FRI. 29th

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SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

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S.S. "CITY OF CARLISLE" .Marseilles, Havre, London, Rotterdam, & Hamburg .....24th June.
S.S. "CITY OF TOKIO" .....Havre, London, Rotterdam & Hamburg .....25th July.
S.S. "CITY OF PEKIN" .....Havre, London, Rotterdam & Hamburg .....25th Aug.

BOSTON, NEW YORK & BALTIMORE ....AMERICAN & MANCHURIAN LINE
S.S. "CITY OF OSAKA" ..... via Suez Canal ..... 13th July.
S.S. "CITY OF EVANSVILLE" ..... via Suez Canal ..... 10th August.
S.S. "CITY OF HALIFAX" ..... via Suez Canal ..... 9th Sept.

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BOSTON, NEW YORK & HAVANA ..... AMERICAN & ORIENTAL LINE
S.S. "FORRESBANK" ..... via Suez Canal .....20th July.
MAURITIUS & SOUTH AFRICA ..... ORIENTAL AFRICAN LINE
S.S. "TINHOW" ..... 7th August.
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S. S.	Tons	From Hongkong About	Destination
RANPURA	16,601	23rd June Noon	Bombay, Marseilles & London.
†MIRZAPORE	6,715	26th June	Straits & Bombay.
†NOVARA	6,989	30th June	Marseilles, London, Antwerp, Hull, Rotterdam & Hamburg.
*KHYBER	9,114	7th July	Marseilles, London, Antwerp & Hull.
RAWALPINDI	16,619	21st July	Bombay, Marseilles & London.
†NANKIN	7,058	28th July	M'lles, L'don, A'werp, R'dam & H'burg
*KASHMIR	8,085	4th Aug.	Marseilles, London & Antwerp.
†KIDDERPORE	5,334	14th Aug.	Straits & Bombay.
RAJPUTANA	16,568	18th Aug.	Bombay, Marseilles & London.
NALDERA	16,088	1st Sept.	Bombay, Marseilles & London.
*KALYAN	9,144	15th Sept.	Marseilles, London & Antwerp.

†Cargo only. * Calls Casablanca.

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BRITISH INDIA-APCAR SAILINGS.

TILAWA	10,006	25th June	Singapore, Penang & Calcutta.
TAKADA	8,949	5th July	Singapore, Penang & Calcutta.
TALAMBA	8,018	10th July	Singapore, Penang & Calcutta.
TALMA	10,000	3rd Aug.	Singapore, Penang & Calcutta.
TAKLIWA	7,930	13th Aug.	Singapore, Penang & Calcutta.

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EASTERN & AUSTRALIAN SAILINGS (South).

*ST. ALBANS	4,500	29th June	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
ARAFURA	6,000	3rd Aug.	
TANDA	6,956	31st Aug.	

*Calls Port Holland and omits Sandakan.

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The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

RAWALPINDI	16,619	22nd June Daylight	Shanghai, Tsingtao, Wei Hai Wei, Kobe & Yokohama.
*NELLORE	6,853	3rd July	S'hai, Moji, Kobe & Yokohama.
KASHMIR	8,985	6th July	S'hai, Moji, Kobe & Yokohama
TALMA	10,000	9th July	Amoy, S'hai, Moji, Kobe & Osaka.
ARAFURA	6,000	10th July	Moji, Kobe, Osaka & Yokohama.
*KIDDERPORE	5,334	14th July	Shanghai, Moji & Kobe.
TAKLIWA	7,936	16th July	Amoy, Moji, Kobe, Osaka & Y'hama.
ALIPORE	5,273	18th July	Shanghai & Kobe.
RAJPUTANA	16,568	20th July	S'hai, Kobe & Yokohama.
SANTHIA	7,754	26th July	Amoy, Moji, Kobe & Osaka.
KALYAN	9,144	3rd Aug.	S'hai, Moji, Kobe & Yokohama.
TANDA	6,956	7th Aug.	Moji, Kobe, Osaka & Yokohama.
TILAWA	10,006	8th Aug.	Amoy, S'hai, Moji, Kobe & Osaka.
NALDERA	16,088	17th Aug.	Shanghai.
KASHGAR	9,005	31st Aug.	S'hai, Moji, Kobe & Yokohama.

* Cargo only.

All dates are approximate and subject to alteration without notice.

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* Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on-carrying steamer.

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SAILINGS FROM HONG KONG.

S.S. "HELENUS"	Via Suez Canal	29th June.
S.S. "CITY OF OSAKA"	Via Suez Canal	13th July.
S.S. "DARDANUS"	Via Suez Canal	27th July.
S.S. "CITY OF EVANSVILLE"	Via Suez Canal	10th Aug.
S.S. "LYCAON"	Via Suez Canal	24th Aug.

Steamers proceed via Suez Canal or Panama Canal at Owners' Option.

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FERRY INCIDENT.

POLICE SEARCHERS & POLICE RESERVIST INVOLVED.

BEFORE THE COURT.

At the Central Magistracy yesterday, Mr. R. E. Lindsell heard a case arising out of an incident which occurred on June 8 at the Yaumati Ferry wharf, in which a Chinese Police Reservist, a Chinese police searcher and a Chinese woman searcher were involved.

The case before the Magistrate was a summons brought by the Reservist, alleging assault against the searchers.

Mr. P. M. Hodgson represented complainant.

Ngan Chi-on, the complainant, said he was manager of the Chun Fong Bank, of 16, Des Vœux-road West. On the 8th instant, he was going to Yaumati, and on arriving at the Ferry Wharf, on the central waterfront, with his wife, he bought their fares, and was about to follow her into the enclosure when he was stopped by the first defendant, who was acting as a searcher, and was told to put up his hands. Upon his saying that he was a member of the Police Reserve, the defendant said that that would make no difference; he must search him, even if he were a Police Reservist.

His Opinion.

"I then told him that if he did not believe me, he was to carry on with the search, and I put up my arms for him to do so. After he had finished he said: 'Now that I have searched you what are you going to do?' He also said that I was unduly proud of the fact of my being in the Police Reserve, but in his opinion, Police Reservists were of no use. I told him that he had better keep quiet, as the search being finished with, the matter was closed."

Witness said that defendant then threatened to arrest him, and, on his protesting, took him by the shirt front. The woman searcher, who was the second defendant, interfered at this moment. She struck witness, whose wife, after vainly endeavouring to separate the men, said to this woman: "You don't think that because you are a woman you can strike a man with impunity."

Eventually witness was taken to new Government Building across the way, where the police waterfront searchers have their headquarters. The matter was there explained to Sergeant Kinnaird and later to Inspector Lanigan, the officer in charge of the waterfront searchers.

Searchers' Story.

The searcher, giving evidence from the witness box, said that on the night of May 8 he stopped the complainant on the wharf with a view to searching him, but the latter pushed his hands away, at the same time showing witness his Police Reserve badge. Witness told his Worship that he did not know what the badge was and that the only persons who were exempt from search were those with police passes.

He attempted to search the complainant after the latter had shown the badge and it was then that complainant seized him by the chest and accused him of being saucy. The female searcher, said this witness, did not strike the complainant, but attempted to separate witness and the complainant. Witness denied that he ordered the female searcher to search complainant's wife.

The hearing was adjourned until Tuesday next at 2.15 p.m.

PASSENGER LIST.

ARRIVALS.

Passengers arrived by the P. & O. s.s. "Rawalpindi" from London to-day were:—

Mrs. R. Cringle, Mrs. Haslam, Mr. C. Nock, Mr. J. Cavanagh, Mr. V. Caro, Surg. Lt.-Comdr. and Mrs. Brevetor, Lt. L. M. Tregear, Mr. N. B. Fraser, Mr. T. Mackay, Mr. P. Guild, Mr. W. D'All, Mr. S. Blakey, Mr. T. Hunter, Lt. P. Tupper-Carey, Miss C. Watson, Mr. J. Galvin, Mr. and Mrs. T. Wilkinson, Miss J. Middleton, Mr. and Mrs. L. H. Lamb, Mr. and Mrs. W. Peploe, Mr. W. MacDermott, Mr. B. Grimes, Nurse Calcutt, Mr. J. O. Rae, Mrs. McMeekin, Mr. Abigall, Mrs. P. Smith, Mr. F. Rossoe, Miss Mutchins, Mr. J. Morpeth, Mr. R. Aitken-Quack, Mr. W. J. Jones, Mr. C. Hatch, Miss A. Nickels, Mrs. S. Howander, Mr. S. de Candia, Mr. F. de Horne, Mr. A. Percy, Mr. J. Lavella, Mr. M. Crennan, Mr. D. Evans, Mrs. V. Wilson, Py.-Comdr. H. Meredith, Mr. Dupuy, Mr. J. Hodgetts, Mr. H. Fenstel, Miss Meldon, Dr. Dymond, Lt.-Comdr. Thomas, Mr. Pockson, Rev. P. Scott, Mr. and Mrs. Gulta, Mrs. T. Drakeford, Mr. de F. Stephenson, Mrs. Brooke, Lt. H. G. Lord, Mr. A. H. Martin, Mr. Nufer, Mrs. S. Mitsukuri, Mrs. P. Cumming, Mr. and Mrs. E. Carrard, Mr. G. Leman, Mr. S. Shroff, Mrs. Raji, Mr. Nazir, Mr. A. Mackay, Mr. G. Watson, Mr. Schaap, Mr. Roffey, Mr. A. Brown, Mr. G. Haslam, Mrs. Cooke, Dr. Ray, Mr. F. Wood, Miss McCafrey, Mr. H. Choolaram, Mr. C. Y. Mar and Miss Mollison.

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No claims will be admitted after the goods have left the godowns, and all goods remaining undelivered after the 27th inst., will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 11th proximo, or they will not be recognized.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 26th inst., at 10 a.m. by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD.,
Agents.

Hong Kong, 20th June, 1928.

THE BEN LINE STEAMERS, LIMITED.

From MIDDLESBRO', ANTWERP, LONDON, STRAITS & PHILIPPINES.

THE Steamship "BENDORAN"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst., will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 5th proximo or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst., at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD.,
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Hong Kong, 14th June, 1928.

MR. ALFRED BISHOP DEAD.

Mr. Alfred Bishop, aged 80, the actor, uncle of Miss Marie Lohr, the actress, died in London recently.

He was a contemporary of Dame Madge Kendal in stock seasons at Bristol more than 60 years ago.

Mr. Bishop, brother of Miss Kate Bishop, last appeared in London in "The Return" at the Globe Theatre in 1922. He had to give up acting owing to loss of eyesight, and latterly he was completely blind.

COOKS' SAINT.

A LONDON FESTIVAL.

Though none but the gastronomic elect may be aware of the fact, the Feast of St. Honoré, the patron of pastry cooks, was due last month for celebration.

The Fete des Boulangers is familiar enough in France, and a church in the Rue St. Honoré is a perpetual reminder to Parisians of the seventh-century Bishop of Amiens, who had a partiality for pastry cooks and braisers.

The French saint, observing from his point of vantage in the Land of Shades, must have felt peculiar gratification at the tribute paid to his memory by a select company of gourmets in the Savoy Hotel. The braising of the quail—a lost art so far as Britain is concerned—had been performed by the Chef Patissier Viennoise, who has recently joined the Savoy's staff. The great rite of the afternoon was the ceremonial entry of the immense Gatian St. Honoré, a wonderful cake which long ago made so irresistible an appeal to Madame de Pompadour. It was introduced by a solemn white-clad cortege led by M. Latry, the Chef des Cuisines. The cake, cut with a golden knife, was taken with delightful "mousse de fraises des bois."

The libations drunk in honour of St. Honoré included a velvety Chateau Latour, 1878, decanted from one of the two remaining "imperiales" of this famous vintage. There was also a Chateau Yquem, 1921. The liqueur was drunk in those giant "balloon" glasses which help to accentuate its bouquet.

Mr. G. Reeves-Smith occupied the chair, and those present included Mr. Arnold Bennett, Mr. Hilaire Belloc, the Marquis of Donegall, Mr. J. L. Garvin, and M. André Simon.

"Martha, have you noticed the long lists of prominent people who arrive and sail on the President Liners? Practically everybody I know travels on them. And if you have even as much as been aboard one of the Liners, you can well understand why they are so extremely popular."

Weekly Trans-Pacific Service

To San Francisco and Los Angeles — The Sunshine Belt via Honolulu — Fortnightly sailings on Tuesdays		To Seattle and Victoria — The Short, Straight Route to America — Fortnightly sailings on Wednesdays	
Pres. Taft	July 3rd	Pres. Jackson	June 26th 3 a.m.
Pres. Jefferson	July 17th	Pres. McKinley	July 10th
Pres. Lincoln	July 31st	Pres. Grant	July 24th
Pres. Madison	Aug. 14th	Pres. Cleveland	Aug. 7th

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Fortnightly sailings on Sunday via Manila, Straits, Colombo, Suez Canal, Alexandria Naples, Genoa, Marseilles, New York and Boston.

Pres. Polk	July 1st 8 a.m.	Pres. Harrison	Aug. 12th 8 a.m.
Pres. Adams	July 15th 8 a.m.	Pres. Monroe	Aug. 26th 8 a.m.
Pres. Garfield	July 29th 8 a.m.	Pres. Wilson	Sept. 9th 8 a.m.

To Manila

Pres. Taft	June 23rd 6 p.m.	Pres. Jefferson	July 7th 6 p.m.
Pres. Polk	July 1st 8 a.m.	Pres. Adams	July 15th 8 a.m.
Pres. McKinley	July 3rd 6 p.m.	Pres. Grant	July 17th 6 p.m.

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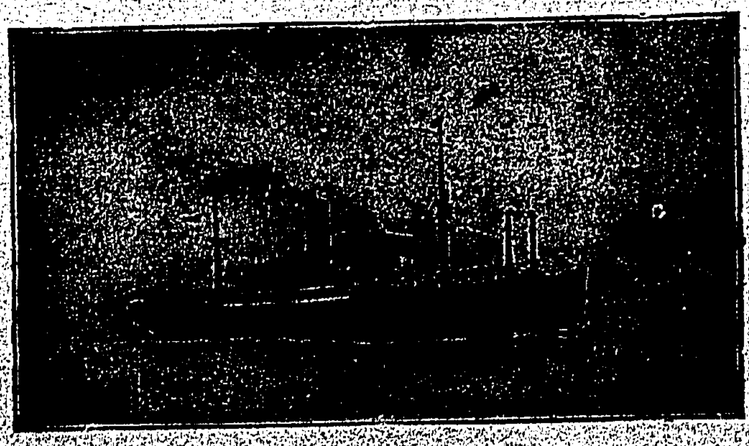

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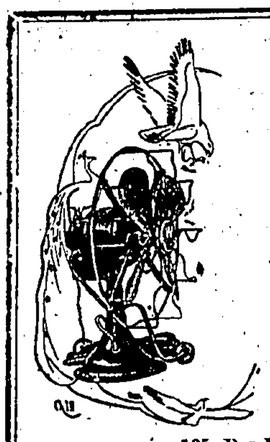

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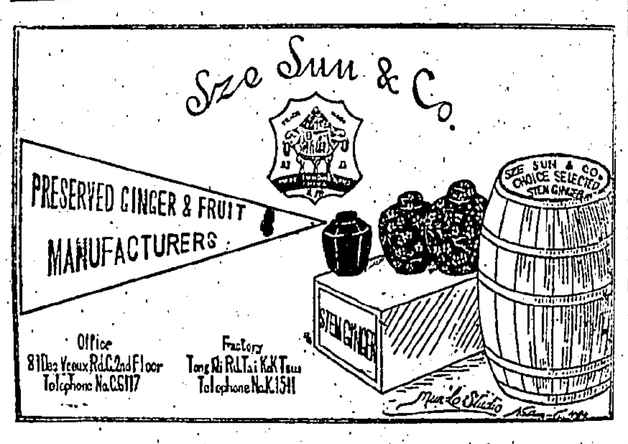

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Hong Kong, Thursday, June 21, 1928.

ALL NOT WELL.

In a general sense, little fault can be found with the sentences conveyed in the considered judgment delivered by Lt.-Col. F. Eaves, D.S.O., at the Magistracy yesterday in connection with what has come to be known as the "censorship case." The newspaper concerned, in advocating a boycott, ran foul of the law as it exists in Hong Kong, and those having to do with the journal have now to pay the penalty. The allegation that other Chinese papers published similar matter on the subject of a boycott is completely beside the point. The offence was a serious one and, rightly we think, a serious view of it was taken by the learned magistrate.

It is a pity, though, that the cadi did not take a more serious view in regard to the censorship charges. After all, the boycott offences naturally arose out of the working—or the non-working—of the censorship regulations. If the censorship machinery had been operating properly, there would have been no boycott matter in the paper concerned. And if the editor and the others involved wilfully dodged the censor, they should certainly, in our view, be made to suffer to the full extent of the law. The learned magistrate, however, ruled otherwise, and for the infringements of the censorship rules nominal fines only were imposed.

We do not pretend to possess the power of following the line of reason which prompted Col. Eaves to treat the censorship charges as more or less trivial; but it looks very much to us as if he considered, in the light of the police court revelations, that the less said about the local censors the better. From one point of view—the official—perhaps this would be the most desirable course, but so far as the Chinese Press of Hong Kong is concerned—and the public generally—the course is most undesirable. Further inquiry is required, we sincerely believe, into the working of this Government department, or branch of a Government department. The evidence in the police court made it abundantly clear that all is not well with censorship procedure; such evidence produced in a court at Home, would immediately prompt, we are sure, an official inquiry; and it is our fervent hope that the authorities here will see their way to act in a like manner.

The "Italia."

It would appear at the present moment that it can be only a mere matter of a few days before the unlucky and plucky General Nobile and his colleagues will be rescued. Already aeroplanes have been in close proximity to their "red tent" and, most tantalising for all concerned, have flown away without effecting a rescue. That such a misfortune should be possible illuminates more than anything yet mentioned the desolate waste of snow-covered and ice-bound dreariness in which the unfortunate men are marooned. It seems almost incredible that men, situated as they are, could have failed to indicate unmistakably their exact location to those who are of course as eager to rescue them as they are to be rescued. It must of course be borne in mind that aircraft have no means of "taking off" once they alight on these ice-bound shores, and that therefore they are thus compelled to "keep on the move." However, as it is certain that the excellent suggestion made to General Nobile with regard to "guiding the rescuing seaplane's course by wireless directly he sights it" would be followed, the rescue, as stated, is likely to be now merely a matter of a few days. The unlucky explorers have had more than enough of the antarctic's inhospitable shores, and it is safe to say that they will be by no means unreluctant to touch a terra firma that knows no ice and is not surrounded by a howling waste of piercing, bleak and biting winds. So far, the search cannot be said to have been conducted satisfactorily, what with Amundsen lost before the others are found and search parties having to set out to rescue the would-be rescuers.

[Since the above was written the welcome news is to hand that provisions have actually been dropped on General Nobile's camp.]

At the Central Magistracy this morning, a woman was fined $100 for keeping a flat at No. 257 Hollywood-road for immoral purposes.

While walking along Queen's-road East at 8 a.m. this morning a Chinese 66 years of age, suddenly collapsed and died on the roadway.

According to a report made to the police, a Chinese girl of about 18 years of age, living at No. 129, Hollywood-road, is reported missing since noon on Tuesday.

As the result of going out of his depth whilst swimming in the nullah at Smithfield, above the opium factory, yesterday afternoon, a 15-year-old Chinese boy named Chan Fung-yuen was drowned.

A fisherman named Chan Ho, had his right arm injured as the result of having it jammed between a Yaumati ferry launch and the wharf at the mainland yesterday afternoon. He was removed to the Government Civil Hospital.

A lift "boy" employed by Messrs. Douglas and Co., No. 17, Connaught-road Central was yesterday afternoon removed to the Government Civil Hospital suffering from a crushed left arm, stated to have been caused whilst operating the lift.

Vivian Shaw, a male Eurasian, aged 23 years, employed as verger at St. John's Cathedral, who was reported missing on June 18, has returned, according to an item in this morning's police reports. No explanation was given for Shaw's absence.

At the Kowloon Magistracy, a youth was charged for stealing a jacket from a house in Austin-road. The defendant was discharged with a caution on condition that his uncle agreed to sign a bond for the sum of $50 for his future behaviour.

Mr. H. A. Nisbet, Registrar of the Supreme Court, who is leaving on retirement on Saturday, will be presented with a memento from the Law Society of Hong Kong, in the Supreme Court to-morrow, to be followed by a presentation from the Court staff.

An alarm was raised near the new Reclamation, Wanchai, on Tuesday night when a Chinese attempted to commit suicide by jumping into the harbour. The man was rescued and was taken to the Government Civil Hospital in a critical condition.

Letters of administration to the Hong Kong estate of Tam a Yow, a farmer of the Sunning district, valued at $4,400, have been granted to his widow, Tam Li She, of No. 143, Connaught-road Central. Deceased was 68 years of age. Death took place in the Sunning district.

As the result of a raid in a Chinese teahouse in Wellington-street, yesterday, the police have effected the arrest of two Chinese who were alleged to have been concerned in the attempted armed robbery on Saturday night at the Tang Kee money changer's shop, No. 18, Queen's-road Central.

A Chinese who failed to abate a nuisance by preventing the breeding of mosquito larvae, was fined $20 at the Kowloon Magistracy yesterday. His statement that it was impossible to clear the entire premises in two days, as he had several hundred barrels on the land, did not satisfy the Court.

The charge of robbery and kidnapping on board a fishing boat brought against four men was continued, before Mr. W. Schofield yesterday. In cross-examination by Mr. Horace Lo, who represented the defendant, the master of the junk denied that he knew the third defendant. The case was adjourned.

Before Mr. R. E. Lindsell at the Central Magistracy this morning, a Shantung Chinese named Cheung Shek-tong, described as an employee of the Yee Tai Hong firm of freight brokers of Nos. 154-158, Wing Lok-street, was charged with the embezzlement of $9,051 belonging to the firm, and falsification of accounts. He was remanded on bail.

For stealing a jacket from a tea shop in Kowloon City, a Chinese was this morning, at the Kowloon Magistracy, sentenced to 6 weeks' hard labour. The accused had a previous conviction, dating back 4 years, when he was arrested for stealing and was sentenced to 14 days' hard labour. Defendant stated that he had no work at the present time, and stole to obtain some money.

DRAGON BOAT DAY.

NOTABLE ANNIVERSARY ON FRIDAY.

"OLD" RACES THIS YEAR.

To-morrow is the 5th day of the 5th moon according to the Chinese (lunar) calendar.

The Chinese classical name is "tien chung chieh." In the Cantonese colloquial it is "tuen yueng chiet." Essentially, the day is the Dragon Boat Festival.

Until 1924, festivities in Hong Kong were mainly confined to the dragon boat race. The festival has not been observed as a general holiday by Chinese until recent years when the advent of labour unions brought about a day of rest for the toiler.

Late Sir Henry May.

When the late Sir Henry May was Governor, he seldom withheld his patronage from the races at Aberdeen. The events at this place gradually lost favour for want of prizes of roast pork, banners, fire-crackers etc. More recently, races on semi-practical lines were staged at North Point where they attract large crowds.

Canton usually has a big celebration. The races on the River have been disfavoured as the authorities found difficulty in curbing the attendant disorderly outbreaks.

The dragon oarsman's sense of sport is that his crew must win at all costs—even if he has to open fire at a rival crew that dares to lead by a length or two.

Local Observances.

The dragon boat is a long affair (with a dragon's head and tail) just wide enough for two men to sit abreast. Each man carries a paddle and in the Hong Kong boats there are about 25 pairs in each craft. At Canton the boats are generally longer, having room for about 50 pairs of paddlers. Each craft includes in its complement a drummer and a man to beat the gong, these combining between them the duties of stroke and cox. Banners won in previous years will also be put in the boat to urge the crew on to greater feats.

Men At West Point.

The menfolk have their gorgeous banquets at West Point, and in spite of alleged bad times celebrations will be lavish to-morrow night.

The origin of the festival is obscure. It is strictly observed as one of the four settling days in South China business circles.

In their homes the women participate in various rituals, mostly religious.

Money is fairly plentiful in local Chinese trade circles at present so that no difficulty is anticipated in connection with the first settlement of the year. Business has been generally restricted, so that the turnover will be smaller than in boom times.

An 'olo' custom attached to the festival is the practice of making packets of prepared rice, this being traced to some event in Chinese mythology when a certain conscientious but disappointed statesman is said to have drowned himself in a river over grief at his sire's refusal of well-meant advice.

SHIUKWAN CITY.

WALLS TO GO: NEW ROADS INSTEAD.

In pursuance of the town planning scheme of General Wong Ying-yu, Rehabilitation Commissioner for the northern region of Kwangtung, the city walls of Shiukwan are being demolished to make way for wide modern roads.

The work of demolition has begun and several hundreds of soldiers have been placed on the work. These soldiers will receive remuneration in addition to their pay and they will work four hours a day only.

The walls have been divided into four sections, and the section at Lo-tung-moon is the first part to be broken up.

CORRESPONDENCE.

NEW WESLEYAN HOME.

[To the Editor of the "China Mail."]

Sir,—In response to a personal request addressed to Her Majesty the Queen by Mrs. J. C. Knight Anstey, wife of the President of the Wesleyan Sailors' and Soldiers' Home, the Hon. the Colonial Secretary has written to Mrs. Anstey to say that he is directed to inform her that Their Majesties will be pleased to sign portraits of themselves to be hung in the New Home now being built on the Praya East.

The portraits will be procured and sent to Buckingham Palace for signature.

No doubt the Colony will in some way make it possible for such portraits to be obtained as shall be worthy of the gracious personal interest Their Majesties are thus showing in what Hong Kong is trying to do for Service Men.

Yours, etc.,

J. C. KNIGHT ANSTEY.

P'RAPS-P'RAPS NOT!

Mother (to little Tommy, who is sitting still): "There's a good boy to be quiet and let daddy have his nap."

Good Little Tommy: "Yes, ma. I'm waiting for the cigarette to burn his fingers."

* * *

Take care of yourself, dear," said the public speaker's wife, as her husband set off for an open-air meeting.

"Yes, yes, I will," he answered.

"That's right," she said, still anxious. "And remember, don't stand with your bare head on the damp ground."

* * *

An Irishwoman was charged with assaulting a neighbour, and pleaded "Not guilty."

The prosecutor leant forward, shook his finger at her, and said harshly: "If we prove you guilty, as we shall do, will you tell the Court why you committed this assault?"

"I will not!" shouted the defendant loudly. "I had me own reasons."

* * *

At a reception a woman chatted for some time with a distinguished man of learning, and displayed such intelligence that one of the listeners complimented her.

"Oh, really," she said, with a smile, "I've just been concealing my ignorance."

The professor spoke up gallantly. "Not at all, not at all, madam! Quite the contrary, I assure you!"

* * *

Employer (engaging fresh typist): "Well, where were you last employed?"

Modern Young Maid: "In a doll factory."

Employer: "Doll factory? What did you do there?"

Modern Young Maid: "I was making eyes."

Employer: "Very well, you're engaged, but don't demonstrate your capabilities when my wife is about."

* * *

Mrs. Vere de Vere, accompanied by her maid, went shopping one afternoon.

"I want to see some red georgette," said the lady to the maiden behind the counter at the draper's. After inspecting it closely she inquired whether it would wash nicely.

"Oh, yes, madam," declared the shop assistant promptly.

"Here, Jane," said Mrs. Vere de Vere to her maid "chew that for a minute or two and see if the colour comes out."

* * *

Charlady: "She wanted me to 'ave a finger in the pie but I smelt a rat an' nipped it in the bud."

Cook: "Lor', Mrs. Jones, 'ow you do mix your semaphores!"

* * *

Mr. Spendix: "Any bills due to-day?"

Mrs. Spendix: "No, dear, I think not."

"Any payments due on the house, the wireless, the furniture, the rugs, or the books?"

"No."

"Then I have fifty shillings we don't need. What do you say if we buy a car?"

* * *

Farm Labourer ('in conversation with his pal): "I did very well out of that motor-car accident."

"How much did you get?"

"I got £50 and the missus £25."

"I didn't know the old girl was hurt."

"Neither was she, but just when the car struck me I had the presence of mind to give her one in the eye."

* * *

Why do you insist upon telling me these horrible stories of ghosts and robbers while you are cutting my hair?" said a long-suffering customer to a talkative hairdresser.

"I'm sorry, sir," replied the barber, "but, you see, when I tell stories like that to my customers their hair stands on end, and it makes it ever so much easier to cut!"

* * *

Two golfers discovered an old lady calmly seated on the grass in the middle of the fairway.

"Don't you know it's dangerous for you to sit there, madam?" asked one of them.

"It's all right, sir, thank you," beamed the old lady. "I'm sitting on a newspaper."

* * *

Robinson: "I met my wife in a very funny way. I ran over her in my car and later married her."

Brown: "If everybody had to do that there wouldn't be so much reckless driving."

* * *

At the wedding reception the young man remarked: "Wasn't it annoying the way that baby cried during the ceremony?"

"It was simply dreadful," replied the prim little maid of honour "When I get married I'm going to have engraved right in the corner of the invitations: 'No babies expected!'"

GOING HOME.

H.M. DOCKYARD RECREATION CLUB.

DEPARTING MEMBERS.

There was a large gathering of members at the Dockyard Recreation Cub Room last evening, the occasion being a farewell concert and presentation of souvenirs to Messrs. J. Baldwin, Senior Chart Assistant, and W. Grantham, H. Griffiths, and W. Woods of the Chief Engineer's Department, Hong Kong Dockyard.

Mr. L. H. Saint, Foreman, Engineering Department, H.M. Dockyard, was in the chair and he was supported by Lieut.-Commander O. C. G. Leveson Gower R.N., and Mr. Sayers, Foreman, Engineering Branch.

Mr. Joughin, Chief Constructor of H.M. Dockyard, who is also leaving on Saturday after a very short appointment in Hong Kong, was present at the Club Room, and during the course of the evening eulogised the progress of the Recreation Club since its early days when he was formerly associated with the Club on his first appointment to Hong Kong, expressing his pleasure at the renewed association with the Club and its activities, and wishing them in parting every success.

Mr. Joughin was received with great applause and at the conclusion of a happy speech in his best vein, was given a most enthusiastic greeting, tributes to his great assistance and general popularity in the Club's progress being rendered by Messrs.: — Saint, C.E. Dept., and Turner, C.C. Dept.

During the intervals of a short musical programme Lt. Commdr. Leveson Gower, R.N., presented Mr. Baldwin with a parting testimonial from the Dockyard Club members, and Mr. W. Sayers presented Messrs. Grantham, Griffiths and Woods with similar souvenirs, each of the recipients responding to the presentations with expressions of thanks and regrets at leaving Hong Kong Dockyard.

Contributors to a well-arranged musical programme were Messrs. Jacobsen, Hopper, Baldwin, and Canniford and Mr. Fleming presided at the piano.

Three cheers and a "tiger" were given with the usual Hong Kong enthusiasm and were responded to by the departing members by the toast of the Dockyard Recreation Club and a reciprocal rendering of "For they are jolly good fellows."

"Auld Lang Syne" was a natural climax to a very successful farewell concert, the whole company present contributing to this item, and "The King" concluded another pleasant function at the Naval Dockyard, the staff of which at the present is undergoing considerable charges in consequence of "exigencies of the Service."

OFFICER'S VICTIMS.

EX-CAPTAIN'S 40 FRAUDS.

Herbert Cornwall, 33, described as a veterinary officer, was sentenced to twenty months' hard labour at the Old Bailey when it was stated that he had victimised forty Army officers and their relatives by pretending that he was an Army officer in need of a temporary loan.

Sergeant Welsby said that Cornwall, who had been an officer in India, in some way discovered relatives and friends of officers serving in India, Mesopotamia, and Shanghai. He pretended that he had brought a present from serving officers, but that it had been sent on with his own luggage; and asked for a small loan to enable him to reach a dying relative in Scotland or Ireland. He pretended that he had plenty of money, but that the banks were closed. In forty instances he obtained loans of from thirty shillings to about £5, one of his victims being General Sir Fenton John Aylmer.

It was stated that Cornwall, a native of Sussex, was a man of good education, who had risen from a gunner to be a captain during the war. He was acquitted at Salford Assizes in 1926 on a charge of motor manslaughter, and since then his relatives would have nothing more to do with him.

The Recorder told Cornwall that to trade on his knowledge of the Army to exploit the well-known generosity of officers and their relatives towards another officer was beneath contempt.

Patient (anxiously): "Are you sure that I shall recover, doctor? I have heard that doctors sometimes give you a wrong diagnosis, and have treated patients for pneumonia who afterwards die of typhoid fever!"

Doctor (indignantly): "You have been misinformed, madam. If I treat a man for pneumonia he dies of pneumonia!"

RECEIPTS.

SHOULD BE OBTAINED FOR PAYMENTS.

SUMMARY COURT RULING.

Another case in which a litigant failed because he did not have receipts or was otherwise able to prove that he had made certain payments was decided in the Summary Court yesterday.

One party sued for the return of a loan the sum of which was agreed to by both sides. There was, however, a dispute about amounts repaid from time to time.

Mr. Justice Jacks (Puisne Judge) said that he was in a difficult position in the absence of witnesses. Defendant admitted borrowing the money but was unable to produce any receipts for moneys repaid. His Lordship therefore considered that defendant had failed to make out his case and gave judgment for plaintiff for the amount claimed and costs.

Who The Parties Were.

Plaintiff was Mrs. S. Kotsometis, No. 31, Ashley-road, who claimed $425 as balance due of $600 lent on April 2 to Mr. B. E. Aksb, manager, Cafe Pavilion, Nathan-road, together with $25 interest promised. According to both parties, repayment should have been effected on April 12.

Mr. L. R. Andrewes was for plaintiff and Mr. G. S. Hugh Jones for defendant.

In the witness box, plaintiff said her stage name was Madame Baronelli. She had visited defendant at his cafe where she mentioned that she was teaching dancing during the absence of her husband in France. Defendant asked her for the loan.

Untimely Visit.

Plaintiff alleged that defendant visited her at midnight on May 6, ostensibly to repay the loan, but had asked her to go for a motor-car ride. She had slammed the door in his face. Next morning she wrote him a very strong letter.

Reference was made by both parties to a little book which defendant had given plaintiff in which repayments were to be recorded.

Mr. Hugh Jones suggested that plaintiff was not telling the truth, whereupon she became so distressed that she had to be given a seat to conclude her testimony.

Defendant stated that there were two books, one which he kept and another which plaintiff held, but both were entered up in his handwriting. He only owed $200 and $25 interest.

"Not Helpful."

Mr. Hugh Jones submitted that letters which had passed between the parties were not helpful to the proceedings, as they were extremely abusive and very obscene.

EMBEZZLEMENT?

MOW YAT-CHUEN IN ROLE OF DEFENDANT.

Mow Yat-chuen, complainant in a case in which three Chinese are charged with alleged illegal detention of complainant, appeared before Major C. Willson, O.B.E., at the Central Magistracy yesterday, in the role of defendant, in a case in which he was charged with the embezzlement of various sums of money amounting to $1,904 whilst employed as cashier of the associated Chinese firms of Kwong Cheung Lam and Lee Kee.

Mr. H. G. Sheldon, instructed by Mr. T. G. Bennett, appeared for the prosecution, whilst the defendant was represented by Mr. F. H. Loseby.

The case for the prosecution was that Mow was first employed by the firm of Kwong Cheung Lam of No. 32, Chinese-street in 1917 as accountant and cashier at a salary of $40 per month, and from 1919 was also employed in the same capacity by the associated firm of Lee Kee of the same address.

The two embezzlements, which were alleged to have been accompanied by falsification of accounts, were stated by the prosecution to have occurred in 1923 and 1925, respectively, after which Mow was alleged to have absconded. Warrants for his arrest, in both instances, were not taken out until 1926 by Yuen Yat-hong, managing partner of the two firms.

Accused did not return to the Colony until the 29th of last month, and on June 4 he was arrested on the two-year-old warrants in a house in Connaught-road Central.

The case was adjourned.

Mr. Anatole Shister, the Russian artist who has been making his headquarters in Singapore, has come to Kuala Lumpur to carry out repairs to the portrait of Sir Frank Swettenham by Sir William Orpen. Mr. Shister has been engaged on portraits of Mrs. Atkin-Berry, Mr. Hesta and the little daughter of Mr. and Mrs. Roland Braddell. He will also undertake a portrait of Mrs. W. Stevens.

GIRLS ASSAULTED.

POLICE AND OTHERS EFFECT PROMPT RESCUE.

JEWELLERY STOLEN.

As the result of prompt police work, two Chinese who robbed a 16-year-old school girl, named Ng Wan-chau, on the Kowloon City-road, have been arrested. At about 4 p.m., whilst the girl who lives at No. 162, Sung Wong-terrace, was on her way home from school with a friend, they were accosted by the two men in the vicinity of Ma-tau-wai. The two girls were thrown to the ground, and a bangle worth $30 was stolen from the wrist of Ng Wan-chau. The girls raised an alarm immediately the men bolted up the hill. An Indian constable, some farmers and pedestrians promptly gave chase, and the robbers were caught.

LUCKY. A. S. P.

FALLS TWO STOREYS AND IS UNHURT.

Mr. P. P. J. Wodehouse, C.I.E., Deputy Superintendent of Police, had a narrow escape from serious injury yesterday morning when he fell down two storeys from his quarters at the Central Police Station. The accident happened as the result of Mr. Wodehouse attempting to free a butterfly which had got trapped in one of the windows of the top floor of the quarters. Certain reconstruction work was being carried on, including the removal of the top floor verandah and, in order to reach the butterfly, Mr. Wodehouse had to negotiate a plank for a distance of about six feet. He missed his footing when about half way across the plank, and fell to the ground floor. By extraordinary good luck, he received no more serious injuries than a few bruises and slight abrasions.

SORDID AFFAIR.

YAUMATI HOTEL PROPRIETOR FINED $250.

Inspector Shannon visited the Asia Hotel in Pakhoi-street, Yaumati, on the night of June 4, as the result of complaints received, and there found several soldiers occupying rooms with girls of the "unfortunate" class. The result was that the proprietor of the hotel was summoned for allowing the hotel to be used for immoral purposes. In evidence, before Mr. W. Schofield at the Kowloon Magistracy yesterday, Inspector Shannon said that he recognised one of the girls as having been sent away from a licensed house in Spring Garden-lane by the medical officer. The Magistrate imposed a fine of $250.

TRAGEDY AT MILAN.

ENGLISHMAN'S MURDER AND SUICIDE.

Milan.—A double tragedy took place last month in a quiet quarter of Milan where an Englishman, Charles Israel Breslaw, residing in Brooklyn, New York, shot his wife and committed suicide.

Breslaw was in America for some time and married a Miss Burhans, aged 20. The marriage was unhappy, they separated three years ago, and divorce proceedings were begun. The wife came to Milan with her father and mother to study singing, and is said to have had a good soprano voice. The husband objected to her preparing for the stage, and this seems to have been the origin of the conjugal troubles.

Recently Breslaw left New York, and arrived direct from London on the "Simplon Express. He went to the house where his wife was living in a flat with her father and mother. Learning she had gone out, he waited at the door without giving his name. When his wife returned with her father he followed them without being recognised, and as they were about to go up the stairs he fired three shots at his wife, who fell into her father's arms shrieking and wounded.

The husband fired a fourth shot in her head, and then rushed into the street, followed by people who had heard the shots and screams of the wife. Seeing he was about to be overtaken, he stopped and fired a shot into his head, which killed him instantly.

Mrs. Breslaw was taken to hospital, but expired on arriving. Her father and mother were overwhelmed by the tragedy.

London, Yesterday.—H. M. the King has been pleased to approve of the extension of the term of office of Admiral Sir Dudley de Chair as Governor of New South Wales for one year from February 25, 1929.—British Wireless Service.

"SUNRISE."

SOME HOME PRESS COMMENTS.

The following notable tributes were paid to "Sunrise," the big film at the Queen's Theatre, by three of the most famous directors in the motion picture industry:—

"F. W. Murnhu's 'Sunrise' is the greatest advancement in motion pictures since the invention of the motion picture machine."—Raoul Walsh, Director of "What Price Glory."

"The Greatest achievement in motion picture that I have ever seen. A picture of this sort increases our ambitions and makes us happy to be identified with the same profession."—King Vidor, Director of "The Big Parade."

"Sunrise" marks a great step forward in motion picture production. It is something that will supply a pattern for lesser films, but, of course, there can, unfortunately, be but one "Sunrise"—Frank Borzage, Director of "7th Heaven."

"Sunrise" is being screened at the Queen's Theatre until Saturday, performances starting each day at the special times of 2.30, 5.00 7.15 and 9.30.

QUEEN'S THEATRE.

BRILLIANT JASS ARTISTS COMING.

An additional attraction of much interest will be the appearance at the 9.20 performances at the Queen's Theatre for one whole week commencing Sunday next, of two juvenile dancers of international reputation, Miss Cherie Valentine, and Miss Tomasita Birdwell, who have captivated audiences wherever they have played with their novel and eccentric forms of dancing. Among the special items in the artists' repertoire, which will be presented in Hong Kong, are, "The Black Bottom, The Vision of Salome," and "The Bellini Toe Dance." It is of interest to note that these two accomplished dancers were members of Theodore Kosloff's Ballet in the Motion Picture Exposition of 1925, and have won renown all over Europe and America by their graceful dancing. Young, dainty and charming, Miss Valentine and Miss Birdwell are literally dancing their way around the world, and coming, as they do, with an enviable record, should receive a real welcome in Hong Kong.

'THE GREAT GATSBY.'

A STORY OF MYSTERY AT THE STAR.

Herbert Brenon, the famous director of "Beau Geste," "Peter Pan" and "The Song and Dance Man" once more reveals his skill in "The Great Gatsby," they new picture which comes to the Star Theatre to-day as the chief picture until Saturday. The story concerns a man of wealth, long a mysterious member of society owing to the uncertainty as to the origin of his fortune. Although he is a good host, he is friendless, and lives but for one thing—the girl he left behind on going to war. She is now married to another man. What happens when the pair eventually meet and the man is able to make her forget her husband only to come down to earth when accusations which he cannot deny are made against him, is admirably told by a strong cast, the leading players of which are Warner Baxter and Lois Wilson, who are ably supported by Neil Hamilton and Georgia Hale, the heroine of Charlie Chaplin's production "The Gold Rush."

WORLD THEATRE.

THE ETERNAL TRIANGLE.

The debonair young artist, Adolphe Menjou, makes fun of the well known "eternal triangle" theme in "Blonde or Brunette," a piquant French farce which comes to the World Theatre to-day. Greta Nissen and Arlette Marchal, respectively Norwegian and French charmers, are the "triangle's" other points. To give the comedy the proper French spice, Menjou marries them both—the one a blonde and the other a brunette. The climax of the picture arrives when Menjou finds himself stranded at a country estate with the two women on his hands. He is divorced from one and married the other, but his hosts are unaware of this and insist on putting him into the wrong room. The outcome is at once extremely laughable and not a little daring. The director, Richard Rossen, is said to have created one of the cleverest comedies seen for some time, and gives Menjou a rare opportunity for a display of his polished humour. "Blonde or Brunette" will be screened at the World Theatre until Saturday.

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Shadows Before

COMING EVENTS ANNOUNCED IN THE "MAIL."

To-day — Queen's Theatre; "Sunrise."

To-day—Star Theatre; "The Great Gatsby."

To-day—World Theatre; "Blonde or Brunette."

June 24-25—Star Theatre; "On Ze Boulevard."

June 24-25— World Theatre; "Millionaires."

June 24-26— Queen's Theatre; "Good Morning Judge."

June 26-27— World Theatre; "Exit Smiling."

June 26-27—Star Theatre; "A Woman's Woman."

June 27-30—Queen's Theatre; "Twelve Miles Out."

June 28-30— World Theatre; "The Beloved Rogue."

June 28-30—Star Theatre; "The Canadian."

Lammerts' Auctions.

June 26—At 7, Knutsford-terrace, Kimberley-rd., Kowloon household furniture, 11 a.m.

June 27—At 2, Torres-bldg., Kimberley-rd., Kowloon, household furniture 11, a.m.

Land Sale.

June 25—At P.W.D. Office, one lot of Crown land at Ma Tau Kok, 3 p.m.

Meetings.

June 28—Annual general meeting of the Hong Kong Horticultural Society, in Messrs. Jardine, Matheson & Co., Ltd.'s board room, 5.30 p.m.

June 28—Confirmatory meeting of Wm. Powell, Ltd., 12.15 p.m.

Miscellaneous.

June 22—Dragon Boat festival.

June 22— Presentation at Supreme Court, to Mr. H. A. Nisbet.

VALUE OF SPANISH.

NEW CHAIR AT OXFORD.

Oxford.—The new King Alfonso XIII. Chair of Spanish Studies was formally instituted, when the Professor, Don Salvador de Madariaga, gave his inaugural lecture at the schools.

The Professor said that the lure of the South American markets had undoubtedly been the main reason for the demand for Spanish studies which became so widespread after the war, and, indeed, it was not unreasonable that a University should be asked to provide men able to play their part in the commercial life of South America. The first necessity was to prepare men for the British communities in Spanish-speaking countries. "No harm," he remarked, "will come to a man desiring to extend his business operations in the Peninsula or in South America from knowing that Oporto is a Portuguese and not a Spanish port, and that the language spoken in Rio de Janeiro is not that generally heard in Madrid."

In this country at present the demand for those with a knowledge of Spanish language and culture greatly exceeded the supply, for the Spanish language and culture did not exert an appeal equal to that of French, German, and Italian language and culture. Spain, one of the great factors in European life and culture, was not recognised in England as she ought to be. "A great subject," he said, "awaits a historian worthy of it—a history of the Spanish contribution to the Renaissance and the Reformation."

"The time has come when Spain must be studied with a little more interest than that of the intelligent tourist or of the specialist who knows it in the way that a naturalist knows a beetle."

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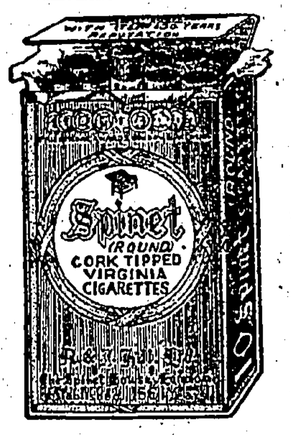

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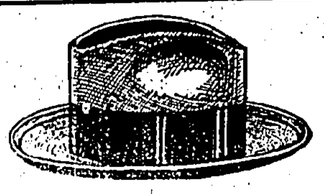

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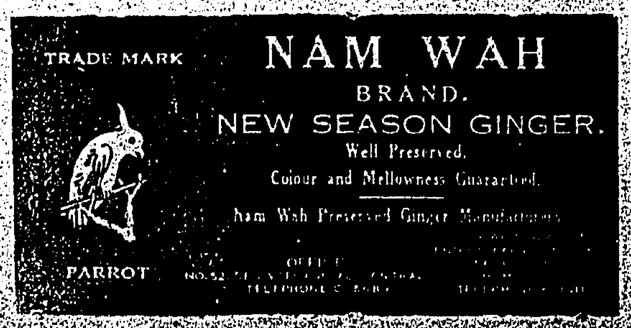

BURNED AT STAKE.

CONVICT'S ASTOUNDING STORY OF KU KLUX KLAN.

TERRORISM & WOMAN SPIES.

Accusations more serious than its strongest opponents ever brought against the Ku Klux Klan were recently made in court by avowed members of the "hooded order," which, under a cloak of patriotism and religion, has wreaked its enmity on Catholics, Jews, negroes and any decent citizen who dared to oppose it.

The law-suit between members of the Klan is being fought at Pittsburg by a band of more reputable citizens, including a clergyman, who declares that they were duped by the Klan leaders.

The most amazing evidence is that supplied in an affidavit by D. C. Stephenson, former "Exalted Cyclops, Grand Dragon, and King Keagle" of the Klan.

Formerly a coal merchant, Stephenson became so powerful in the State of Indiana that all the leading politicians and many judges became his creatures.

He boasted that he was above the law. He was accused of living a wild life, and was finally charged with so ill-treating a typist and refusing to let her have medical attention that she died, the "Daily News and Westminster Gazette" is informed by a New York correspondent.

A Life Sentence.

His creatures then turned against him. He was sent to gaol for life. The former Governor of the State has escaped sentence only by pleading the Statute of Limitations; other prominent members of the legislature are in gaol.

Stephenson tells how Colonel Simmons, of Georgia, was ousted from his position as "Imperial Wizard." The man who secured his place was a "Doctor" Evans who had been practising dentistry illegally without a licence amongst negroes. Evans offered him freedom to do as he liked in his own State on condition that Evans could have the same freedom in his area, and announced that he intended to "hang a woman" on Colonel Simmons. Finally, half frightened by the threat of scandal and consoled with the promise of $12,000 a year for life Colonel Simmons agreed to withdraw from actual control of the order he had founded.

Women Spies.

The method proved so successful that it became a common practice. Evans had in his pay a number of women with police records all over the United States. They would travel in the same train, or stay at the same hotels, as their victims and then make affidavits which either led to their expulsion from the Klan, or if they forced a trial, to conviction in the courts, where, if necessary, pressure was brought to bear on the judge, sometimes in the name of the high moral position for which the Klan ostensibly stood.

In one case a half-witted girl was sent into the home of a Judge with instruction to run away screaming in the night and repeat certain allegations. The girl was so kindly treated by the Judge and his wife that the scheme broke down and Evans and his men beat her to such an extent that she fled to the police and asked to be locked up for protection.

A man named Tom Austin, a former friend of Stephenson's, was ordered to bring one of Evans' troupe of women to compromise him. Austin refused. He was before long ordered to report at a certain spot in New York. When he got there he was shot dead.

Witnesses in the Pittsburg court have outdone Stephenson in the horrors described in their evidence. A plumber, formerly a member of the Klan in Texas, calmly confessed that he had seen seven or eight men, including at least one white man, burnt at the stake while Klansmen stood by in their hoods.

Blood Money.

The reason for this shameless criminality is to be found in the wealth available for unscrupulous men. Each new member on receiving his gown and hood paid $10. A large proportion of this went to headquarters.

It is stated that much of it was retained by "Doctor" Evans, and one of the charges in the present lawsuit is that the officers suppressed the true numbers of membership and kept the subscriptions for their own use. In the state of Indiana alone the income at one period amounted to $500,000 a month.

The outcome of the present trial will have no great effect on the strength of the Klan, for it has been steadily failing in influence in most parts of the United States owing to the suspicion of decent members that the order was being used to cover up criminal and corrupt acts. Blazing crosses which two years ago were nightly affairs throughout the States are now scarcely ever seen.

SUICIDE PACT?

EXTRAORDINARY REPORT AS TO SEVEN GIRLS.

"SEVERELY WARNED."

An unusual report was made, to the police at midnight on Tuesday, by a Chinese that his mui tsai was making preparations, with six others to commit suicide by jumping into the harbour that night. He said that he knew that the seven girls were at that moment completing arrangements at No. 60, Bridges-street. A Chinese detective was immediately despatched to the address and returned a little later with the seven girls. They denied that there had been a suicide pact, and the charge room officer allowed them to go after administering a severe warning.

FORTUNE TELLING.

POLICEWOMEN'S VISIT.

A fine of 5 guineas, with 5 guineas costs, was inflicted on Agnes Guthrie, known as Madame Claire, aged 59, described as of Westgate-terrace, Kensington, who was charegd on a warrant at West London Police-court with pretending to tell fortunes. She pleaded guilty.

Mr. W. L. Sanders, prosecuting for the police, said that observation was kept on Guthrie's flat, and eventually two policewomen called. Producing a pack of cards and a crystal, Guthrie told each of them their "fortunes." To one she said that her mother had died of cancer and that she would lose another relative, that her father would become bankrupt, and that she would lose her employment. She added: "I don't want to alarm you, but that is what the cards say." For this information she charged 5s.

To the other policewoman she said that her husband was no good, and that she would get a divorce. These predictions did not alarm the two policewomen, said Mr. Sanders, but it was not difficult to imagine the effect they might have on weak-minded women. When told that she would be prosecuted Guthrie said: "I don't tell fortunes; I am a spiritualist."

Mr. Pierron, who defended, urged that this sort of thing was done openly by numbers of people, but that it was only against a few that proceedings were taken. Guthrie had only been practising this business for a short time. Formerly the only persons who went to her were those who, like herself, were interested in spiritualism. She was a widow, and since the death of her husband, a doctor, she had had a hard struggle, which was made worse by the fact that she suffered from poor health.

All the eight Queen's Scholarships awarded since 1923 have been won by Penang boys, and of these six have been taken by the Penang Free School. Three Penang pupils, two from the St. Xavier's Institution and one from the Free School, won the scholarships awarded by Government to the three candidates from schools in the Colony who are highest in the School Certificate Examination.

TO THE MAN WHO WANTS TO SUCCEED.

You may be the greatest genius the world has yet seen; your business acumen may exceed that of any other living man; but this will avail you little or nothing if you are sickly and cannot attend to your daily work.

Without good health success is impossible. To attain success, then, means first of all conserving your health. To do this, you have but to fortify the system to ward off disease, to re-inforce those natural processes which, because of the stress and strain of modern existence, do not always function to best advantage.

The rational use of a tonic when feeling "below par" or when you begin to lose interest in your work, commends itself to the intelligent. The tonic you want is one that will benefit you permanently, and not merely stimulate you for the time being. Dr. Williams' Pink Pills for Pale People are such a tonic. They restore natural vigour by re-inforcing the normal functions of the human system. They are the prescription of an experienced and qualified medical practitioner and have been eminently successful as a remedy for anaemia, debility, nervous ailments, also for the disorders of women, for over a long period of years. Your chemist can supply Dr. Williams' Pink Pills, or post free at $1.50 per bottle, 6 bottles for $8, from The Dr. Williams' Medicine Co., 60 Kiangse Road, Shanghai.

OPERATIC JUBILEE.

WHEN LONDON RUSHED TO "H.M.S. PINAFORE."

[By A. H. Godwin.]

So rarely does a play reach fifty years of vigorous life that there is something uncommon in a jubilee which was celebrated recently. For it was on May 25, 1878, that "H.M.S. "Pinafore," which is as familiar to the present generation of playgoers as it was to the past, was produced at the old Opera Comique, near that warren of slums long since displaced by Aldwych.

At the time this audacious naval satire created no unusual excitement. Gilbert and Sullivan, though individually they had some solid achievements behind them, had not yet established their remarkable reputation as partners. Social London had not made an obsession of them, nor did it make a "function" of the first night of their opera, as it did later on at the Savoy. The Opera Comique, a shabby, underground theatre, approached by unpleasant tunnels, had been so notoriously unlucky that it seemed to be the last place to have a real link with theatrical history. Yet "H.M.S. "Pinafore" did make history, and not alone, one would venture to claim, for the joyous group of comic operas to which it belongs. The stage generally—as an artistic and a financial institution—has surely a definite interest in the coming anniversary.

Sir William Gilbert and Sir Arthur Sullivan had had at least two earlier collaborative efforts. There had been "Trial by Jury" and "The Sorcerer," and if one defies the convention that enumerates as theirs only the productions in which Mr. Richard D'Oyly Carte had a managerial finger, there had also been "Thespis." By themselves these slight pieces could have given no sound basis for what we now know as Savoy Opera. They were not strong enough, that is to say, to wean the popular public away from the old musical extravaganzas and vulgar burlesques, or yet to shake the scruples of that larger public that looked upon theatre-going as a highly dubious pastime.

A New Play-Going Public.

Not even their brilliant successor "H.M.S. Pinafore" had any better success at the outset, partly because its production coincided with a heat-wave that would have meant empty benches in any case, and partly because the big public was still unconverted to playgoing. Gilbert, Sullivan, and Carte might have faced failure philosophically, but they had not had so much encouragement that they would necessarily have tempted fortune together again. Success came suddenly when Sullivan introduced an orchestral selection from his new work at the Promenade Concerts. So amazingly popular was it that the audience demanded five or six encores. Soon the opera itself became the talk of the town, there were fights in the queues, and the creaky benches groaned under a human load they had never known hitherto.

"H.M.S. Pinafore," in fact, became, not a success, but a mania. Its "What! never?" "Well, hardly ever!" was a pleasantry on everyone's lips. The "Ruler of the Queen's Navee" or some such variation became a popular catch-phrase. Up-to-date tradesmen hastened to label their novelties "Pinafore hats" or "Pianfore gloves." Quiet-manner clubmen joined with street-boys in whistling "For he might have been a Roosian, a French, or Turk, or Proosian." Even the milkman would go his rounds humming "Little Buttercup." Such was Sullivan's happy stroke, and the blaze of publicity that was the sequel to it, that brought a new play-going public into being, and incidentally launched the merry little ship on a long and prosperous voyage.

MR. ADOLPHE MENJOU.

When Mr. Adolphe Menjou and his wife left Victoria station, London, for Paris, Mr. Menjou said to a reporter:

"We have had the most strenuous, hectic, but happy time of our lives during the six days we have been in London. We are coming back to London about February next. I should just love to make a picture in England. One of Bernard Shaw's adaptations is possible, but that depends on Mr. Shaw.

Shanghai, Yesterday.—A son and three daughters of the "Christian General" (Feng Yu-hsiang) are stated to have arrived here on Monday from Russia. It is said that they were accompanied by ten friends.—Reuter.

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A WEEK'S PAPERS IN ONE

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CHINA NEWS, LOCAL NEWS AND *ALL* THE NEWS

SEND IT HOME!

Home papers have commented at length on the passing of Peking under the Nationalist rule and the claim by the Nanking authorities to be the de facto government for the whole of China. The Nationalist declaration to "friendly nations of the world" has caused a stir in more than one capital.

As it has always endeavoured to do, the "Overland China Mail" this week fills the gaps in the information supplied to people in other parts of the world.

A copy will be very much appreciated. All the China cables, the despatches of importance, articles which explain matters to non-Chinese, and copious explanations will be found in the "Overland."

The complicated state of affairs is described in such a way as will be understood by all.

The "Overland" is the only illustrated weekly summary of local events. Among this week's features are the reports of two Courts Martial, a number of public functions, and the concluding articles by Mr. Lo Tung-fan, B.A., on Confucianism. Readers who have read the complete paper by Mr. Lo should obtain the whole bound together in the "Overland."

WHEN YOU GO ON LEAVE.

Hong Kong's spring exodus has begun. Are you going Home on leave this year? If you are, you will be surprised by the number of persons who will ask you about China and Hong Kong. You will be astonished at the number and type of silly questions put to you in all good faith. And you will have to admit reluctantly (if only to yourself) that you are not quite certain. Will you be believed, though? Keep in touch with Hong Kong and China by having the "Overland China Mail" sent to you for a stipulated period.

By spending a little time while you are on holiday, you can keep yourself well informed if you have the "Overland." The articles which you will seek are written to help non-Chinese to understand. In any case, you will not regret, from your own point of view, being posted with the main developments (reported in brief) while you are away.

READY TO-MORROW.

Mail via Suez closes at 10.30 a.m. on Saturday.

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Sport Columns

BOWLS.

OPEN CHAMPIONSHIP RESULT.

In the lawn bowls Open Championship (first round) yesterday afternoon on the Police green A. M. Holland (Kowloon Bowling Green Club) lost to D. Rumjahn (Craigengower C.C.) 13-23.

FRIENDLY MATCH.

A friendly match between the Kowloon Dock R.C. and the Club de Recreio "A" took place on the latter's green yesterday afternoon and after a very closely contested game the Recreio "A" just managed to beat the K.D.R.C. by 3 shots.

Details:—

K.D.R.C.		Recreio "A."	
McKelvie		E.V.M.R. Sousa	
Coleman		C. A. C. Rodrigues	
Henderson		C. A. Lopes	
Johnstone (skip)	14	J. Ribeiro (skip)	18
Duncan		F. X. Silva	
Cuthill		C. G. Silva	
Brown		L. C. R. Souza	
Greig (skip)	15	R. F. Luz (skip)	22
Cooper		C. E. Marques	
Kempton		H. A. Alves	
Lapsley		C. M. S. Alves	
Cullen (skip)	22	A. C. V. Ribeiro (skip)	14
	51		54

Total: C. de Rec. "A" 54, K.D.R.C. 51.

TENNIS LEAGUE.

CRICKET CLUB BEATS RECREIO.

WINS FOR C.R.C.

On the I.R.C. courts yesterday the Chinese R.C. defeated the Indians in an "A" division match by 74 to 25. Details:—

S. A. Rumjahn and A. H. Rumjahn (I.R.C.):—
lost to Ng Sze-kwong and C. Choa 5- 6
lost to Ho Ka-lau and Lau Man-ching 5- 6
lost to M. K. Lo and M. W. Lo 2- 9

S. H. Ismail and D. Mohamed (I.R.C.):—
lost to Ng Sze-kwong and C. Choa 1-10
lost to Ho Ka-lau and Lau Man-ching 3- 8
lost to M. K. Lo and M. W. Lo 2- 9

I. A. Razack and S. A. Ismail (I.R.C.):—
lost to Ng Sze-kwong and C. Choa 4- 7
lost to Ho Ka-lau and Lau Man-ching 3- 8
lost to M. K. Lo and M. W. Lo 0-11

"B" Division.

Playing at home the Chinese R.C. defeated the M.B.K. by 63 to 36. Details—

Horace Lo and Iu Tak-cheuk (C.R.C.):—
beat Fujimori and Fukushima 9- 2
beat Kitajima and Matfuo . 8- 3
beat Takhibama and Koyama 9- 2

Ng Sze-cheung and Kwok Po-kun (C.R.C.):—
lost to Fujimori and Fukushima 5- 6
beat Kitajima and Matfuo . 8- 3
lost to Takhibama and Koyama 5- 6

Cheng Chi-wing and Lau Fook-ki (C.R.C.):—
beat Fujimori and Fukushima 10- 1
beat Kitajima and Matfuo . 6- 5
lost to Takhibama and Koyama 4- 7

Recreio Lose.

At home the H.K.C.C. beat the Recreio by 51 to 48. Details:—

J. G. Laurie and G. C. Grove (H.K.C.C.):—
lost to V. Yvanovich and F. Remedios 5- 6
lost to A. L. Remedios and A. V. Remedios 5- 6
beat E. A. Noronha and E. de Sousa 6- 5

W. B. Cornaby and G. Miskin (H.K.C.C.):—
lost to V. Yvanovich and F. Remedios 5- 6
beat A. L. Remedios and A. V. Remedios 7- 5
beat E. A. Noronha and E. de Sousa 8- 3

R. K. Valentine and W. A. Nowers (H.K.C.C.):—
lost to V. Yvanovich and F. Remedios 3- 8
lost to A. L. Remedios and A. V. Remedios 5- 6
beat E. A. Noronha and E. de Sousa 7- 4

ROYAL HUNT CUP.

EASY WIN FOR PRIORY PARK.

London, Yesterday.

The Royal Hunt Cup resulted as follows:—

Priory Park (15/2) 1
St. Jerome (33/1) 2
Knight of the Grail (25/1) 3

25 ran.

Won by three lengths; half a length between second and third. —Reuter.

AT WIMBLEDON.

NO ENGLISHMEN IN "SEEDING."

London, Yesterday.

The Wimbledon draw reveals that not a single Englishman has been "seeded" in the singles. The only seeded Britisher is Patterson. Those who have been seeded in the Singles are Cochet, the holder, Lacoste, Borotra of France, Tilden, Hunter, Hennessy of America, the Italian Morpurgo, and Patterson.

In the Women's Singles the names are Miss Wills, the holder, Miss Ryan, Miss Jacobs of America, Signorita D'Alvarez of Spain, Fraulein Ausseum of Germany and two British ladies, Miss Bennett and Mrs. Watson.—Reuter.

GOLF.

BOGEY POOL RESULTS.

A. E. Lissaman (6) ...2 up wins.

Other scores:—
W. D. Brown (7) .. 1 up.
E. Grimble (12) ... 1 up
15 entries.

THE DAVIS CUP.

BRITAIN PLAYING ITALY.

Felixstowe, Yesterday.

In the Davis Cup European semi-final Destefani (Italy) beat Gregory (England) 3-6, 6-3, 6-3, 6-2.

Morpurgo beat Higgs 7-5, 6-4, 7-5.—Reuter.

BOY'S VICTORY.

IN LONDON TENNIS CHAMPIONSHIPS.

London, Yesterday.

At Queen's Club in the London Lawn Tennis championships, third round, Coen, the 16-year old American Davis Cup player, beat the holder, Colonel Mayes 7-5, 1-6, 6-4. —Reuter.

BILLIARDS.

ST. PETER'S Y.M. CLUB DEFEATED.

An interesting billiard match between the St. Peter's Church Young Men's Club and the "W E" team, played yesterday at the Catholic Union Club, by courtesy of the Committee, resulted in a win for the "W E" Team by 59 points. The score at the conclusion of the fifth game was 623 all, leaving the last game to decide the match.

Scores:—

St. Peter's.

W. C. Choy	150
P. Pau	107
F. C. Lau	150
C. K. Lau	97
Philip Tai	119
F. Zimmern	91
	714

"W E" Team.

E. Vas	87
E. Remedios	150
E. Nuttall	86
J. Remedios	150
M. Baptista	150
P. Castilho	150
	773

STANDARD TIME.

SUNRISE AND SUNSET IN HONG KONG.

Sunrise and Sunset in Hong Kong during June, 1928, standard time for the 120th meridian, East of Greenwich, is as follows:—

	Sunrise. a.m.	Sunset. p.m.
21	5.39	7.10
22	5.39	7.10
23	5.40	7.10
24	5.40	7.11
25	5.40	7.11
26	5.40	7.11
27	5.41	7.11
28	5.41	7.11
29	5.41	7.11
30	5.42	7.11

"NAUGHTY CHILD."

REGARDED AS AN "ETERNAL PROBLEM."

The eternal problem of the naughty child is to come to-day before the Education Committee of the London County Council, which has to consider a proposal for the establishment of "a child-guidance clinic." Let no one be frightened of an uncouth name. What this institution would do is simply to give reasonable and kindly consideration to each particular case of a child intractable at school. Every school has from time to time children with whom it fails, who drag out their time as outlaws, everyone's hand against them, or are expelled for the general good. We do not nowadays believe that these boys and girls are by nature peculiarly wicked. The wise teacher recognises in them the result of some unhappy abnormality—physical, mental, social.

The elementary school, in the nature of things, can spare but little time and consideration for abnormalities. The common necessity of all schools to be organised for the greatest good of the greatest number is there most stringent Yet it is in the elementary schools that the greatest number of abnormal children are to be found, and the danger of their degenerating into useless drones or enemies of society is considerable. The scheme presented to the Education Committee defines the children to be treated as those difficult, mal-adjusted, or delinquent, and proposes that the new clinic should obtain information as to the parents and the family history and the influence of home, and then, if desirable, should undertake the treatment of the child. These suggestions will be familiar to those who have studied the work done on "delinquency cases" in America, and they should prove useful there as here. But the problem is of great complexity. Many young rebels are made not by bad homes or bad heredity, but by their schools and their schoolfellows. They cannot shine in any of the regular school activities, so they become discontented, and the other boys show contempt for them, and hatred and malice and all uncharitableness are bred. It has been found in America that the greatest improvement in public spirit and what they call "social morals" results from the work of Boy Scouts and Girl Guides in giving opportunities for the abilities of the unscholastic and fostering a sense of honour.—London "Daily Telegraph."

GERMAN BIRTHS.

HALVED SINCE 1880.

Berlin. — Bright lights and gloomy shadows are the characteristics of a report on the health of Germany just presented to the Reichstag by the Minister of the Interior. The blackest patch from the point of view of the writer is the steady decline in the birth-rate. In the decade 1871-1880 it was 38.91, but by 1926 had sunk to 19.50. Last year the fecundity of Berlin fell to a point at which it no longer kept pace with the mortality, and any increase in the population of the city was due solely to immigration. Not that the further concentration of population in and around this city is necessarily good for Germany.

To pass from one extreme to another, Germany certainly has cause for self-congratulation in the fall of her infantile mortality from 18.1 per 100 born alive in the decade 1901-1910 to 10.1 in 1926. The mortality from tuberculosis has also materially declined. In towns with 15,000 and more inhabitants it was in 1926 9.9 per 10,000 living, which the report describes as "approximating to the minimum at present found in Denmark and England." On the other hand, as between 1925 and 1926 there was an increase from 40,500 to 55,500 cases of scarlet fever, and an absolute rise of 1,200 in those of cerebro-meningitis.

Appalling, on the surface, is the growth of insanity caused by alcoholic excess. Between 1923 and 1925 the number of patients consigned to asylums and hospitals under this heading rose from 950 to 10,990. It cannot, however, be said that drunkenness is yet a conspicuous phenomenon in Germany.

Two well-known Chinese millionaires in Singapore have started a business duel. One of them, who is a purveyor of tyres, shoes, pineapples, biscuits and soap, is now offering free packets of patent medicines to his customers. The other, who has specialised in patent medicines and will be remembered for free gifts of coffins, is not likely to take this "lying down." The results will be awaited with interest.

JUDGE'S SYMPATHY.

PRISON FOR A "GOOD SPORTSMAN."

A former captain in the Royal Field Artillery, a sub-inspector in the Special Constabulary, and a prominent Rugby footballer, Douglas Henry Pegler, 38, was sentenced to nine months' imprisonment in the second division, at the Old Bailey for obtaining money by means of forged cheques.

Mr G. B. McClure, prosecuting, said that Pegler, an old boy of the school, had been honorary secretary and treasurer of a fund for helping boys of the Rutlish Secondary School, Merton, at the University. The fund was deficient of £485, and Pegler had destroyed returned cheques and books. He had forged the name of the chairman of the fund, the vicar of Merton. He went to France, but returned to this country, as he expressed it, "to face the music."

Detective-sergeant Morris said Pegler had been given a commission for bravery in the field, and had been recommended for the King's Medal for bravery while serving with the Royal Irish Constabulary. He had been an extremely popular man, and had subscribed freely to sporting and other charities. Of late he had been unsuccessful in business, and when arrested was working as a chauffeur.

From the dock Pegler said he hoped when he had expiated his offence to direct his energy to becoming a good citizen again.

The Recorded (Sir Ernest Wild, K. C.) said that Pegler's magnificent Army record, his work for the R. I. C., his misfortunes, and the manly attitude he had taken up enabled him (the Recorder) to take a more merciful view than he would otherwise have been able to do. Since his offence Pegler had acted as what was called "a good sportsman."

WOMEN'S ELECTION.

MR. MACDONALD AND NEW VOTERS.

The next election would be a women's election, declared Miss Susan Lawrence, M.P., recently and it would be a battle not merely for increased strength of the Opposition, but for Labour power.

Miss Lawrence, as chairman, was addressing 500 delegates at the opening at Portsmouth of the National Conference of Labour Women.

Mr. Ramsay MacDonald, who was given a cordial reception, supported resolutions introduced by his daughter, Miss Ishbel MacDonald, welcoming with reservations, the Extended Franchise Bill. "I know we are going to get a majority of the new votes," he said. "The young woman with energy and idealism is going to vote for Labour."

Mrs. Bertrand Russell made a vigorous attack on the Labour party Executive's attitude of opposition to making the dissemination of birth control information a party question, and moved that a report dealing with it be referred back. She claimed "the right of choice" for working-class mothers, and said they demanded that the Ministry of Health ban on birth control information being given at maternity centres should be lifted.

Dr. Macirone, of Birmingham, supporting, said: "We have been forced to set up a private birth control clinic under voluntary supervision at Birmingham because we cannot do what we would like in the ante-natal clinic under the Ministry of Health.

Mr. Arthur Henderson said that if there was one question on which such a course would be dangerous it was one which touched the solemn religious convictions of a vast number of the population.

Mrs. Russell's proposal was defeated by 257 to 254.

SIR J. G. BERRY'S £50,000.

Sir J. Gomer Berry, chairman of the committee of management of the Infants' Hospital, Vincent-square, Westminster, announced at a meeting of governors and supporters a gift by him of £50,000.

This sum will cover the entire cost of the new maternity quarters, and Sir Gomer said that he wished it to be regarded as a memorial to his wife.

He stated that it was her earnest wish that an adequate and properly equipped maternity extension should be constructed. One of her last requests to him was that any memorial to her should be at the Infants' Hospital.

"It is the intention of the committee of management," added Sir Gomer, "to make the hospital the best and most complete infants' hospital in the world."

WITHOUT GEARS.

THE CAR OF THE FUTURE.

Some time ago Mr. Basil Dean told me that, in collaboration with Miss Margaret Kennedy, he was writing a play to succeed "The Constant Nymph," in which the hero was a motor inventor. He wanted to know what would be the most desired and important invention for the improvement of the modern car, and I unhesitatingly voted for the elimination of the clutch and gear box. We called in Mr. Constantinesco, who, with his famous torque converter, has gone further along this road than anyone else up to the present, and the result is in "Come with Me," at the New Theatre.

Car engineers and designers in every country have reached something like finality as regards the type of engine that can be used with the present type of transmission, and they are now turning their attention to the transmission itself. The method of getting the power from the engine to the back wheels of a car has remained much the same for the last 25 years, and both users and makers realise that it is high time something was done.

There are two main advantages to be gained by a complete revision of the transmission system. First, the elimination of gear changing, the bugbear of the new driver, and secondly, something which I think will be far more important in the long run, the possibility of the use of a far more efficient and entirely different type of internal combustion engine. It is impossible to prophesy with any certainty as to the trend of an industry like the motor trade, as so many exterior forces come into play, most of which have nothing whatever to do with design, while the sudden arrival of a successful gas turbine, the resuscitation of the steam turbine, or a new method of projecting power might completely turn everything upside down.

Two Main Types.

Engineering progress is, however, usually rather by evolution than revolution, and on this basis I can see two main types of motor vehicle supplying the needs of the motorist of the future. One with a large flexible power plant, a top gear car, with a lower gear ratio only for starting purposes and for emergencies, such as the genius of Mr. Henry Ford first evolved, and which reaches a very high state of perfection in many American cars to-day. The other would have some sort of diminutive supercharged two-stroke engine of motor-cycle size, working at an almost constant high speed and delivering its power through some sort of torque converter.

At the moment the ordinary motorist is not so much concerned with developments of this nature. He is interested in the elimination of the gear-changing terror, though he often will not own it. This factor has taken precedence somewhat naturally in the minds of designers, and there are now many excellent devices for this purpose.

The most prominent of all is a free-wheel device, several types of which are now on the market. I have tried one or two, and think they are of tremendous value, both in economising petrol and in simplifying driving. A free-wheel behind the gear-box enables one to do anything with one's gears without worrying about the clutch and this is a marked step in the right direction. It suffers from the disadvantage that it only removes the more obvious symptoms of the disease, without actually removing the disease itself. The gear-box is still there, under the floor boards, wasting power and hampering the engine, though its more striking deficiencies are removed, and one is inclined to forget its existence. It is for this reason that I think that the matter cannot remain where it is, but must go forward in the ordinary course of evolution.

Pump Handling.

I should like to point out here that all this is absolutely against myself, as I am a gear-changing maniac. My own car is one which requires an almost continual "pump-handling" of the change speed lever if one wants to get really good results, and quite frankly I love it, and consider it is really one of the few interesting things one does when driving a car. If a gearless car comes in I shall probably give up motoring, or be seen driving some, by then, ancient monstrosity, going through curious and inexplicable motions to the amusement of the general public.

Finally, I am not sure that gear changing is not a rough and ready test of one's fitness to be in charge of a car at all, and that in a gearless age driving will become far more dangerous than it is now, as anyone can learn to steer a car in a few minutes but there are many more things in driving than that.—The Hon. Maynard Greville in "Morning Post."

ALWAYS COOLING in the HOT WEATHER.

ELBSCHLOSS
EAGLE BRAND BEER

Playing Cards, Cigar and Cigarette Ash Trays will be given free to purchasers of Quart bottles of Elbschloss Beer.

Sole Agents for Hong Kong.

WING ON CO., LTD.

MONEY & SHARES.

TO-DAY'S QUOTATIONS.

Bank, wire	2/- ⅛
Bank, on demand	2/- 3/16
Bank 30 day's sight	—
Bank, 4 months' sight	2/- ⅜
Credits, 4 months' sight	—
Documentary 4 months' sight	—
On Paris—	
On demand	1247½
Credits, 4 months' sight	—
On Berlin—	
On demand	—
On New York—	
On demand	49¼
Credits, 60 days' sight	—
On Bombay—	
Wire	134¾
On demand	134¾
On Calcutta—	
Wire	134¾
On demand	134¾
On Singapore—	
On demand	87
On Manila—	
On demand	98¾
On Shanghai—	
On demand	75½
30 day's sight (private paper)	—
On Yokohama—	
On demand	105
Gold Leaf, 100 fine (per tael)	—
Sovereigns (Bank's buying rate)	2/1
Silver (per od.)	27¼
Bar Silver in Hong Kong	5% prem.
Chinese Copper Cash	nom.
Chinese Copper Cents	6% prem
Rate of Native interest	7% p.a.
Chinese Sub. Coin	32¾% dis.
Hong Kong Sub. Coin	Par.

LONDON EXCHANGES.

	London, Yesterday.
Paris	124.20
New York	4.88 1/16
Brussels	34.94
Geneva	25.31
Amsterdam	12.09⅞
Milan	92.85
Berlin	20.42
Stockholm	18.19
Copenhagen	18.20
Oslo	18.22
Vienna	34.685
Prague	164¾
Helsingfors	194
Madrid	29.845
Lisbon	2 7/32
Athens	374½
Bucharest	795
Rio	5 29/32
Buenos Aires	47 29/32
Bombay	1/5 29/32
Shanghai	2/8⅜
Hong Kong	2/0½
Yokohama	1/10 31/32
Silver Spot & Forward	27¼

—British Wireless Service.

THE SHARE MARKET.

Stock	Hong Kong. Stock. Exchange.
T.T. on London	2/- ⅛
T.T. on Shanghai	75½
Banks.	
Hongkong Bank	$1292½ b [1295 sa
do. Lon. Reg.	£140 n
Chartered Bank	£21½ b
Mercantile A. & B.	£35½ n
do. C.	£14½ n
P. & O. Bank	£9¾ n
Bank of East Asia	$75 n
Insurances.	
Canton Insurance	$615 n
Union Insurance	$334 b
North China Insurance	T142 b
Yangtze Insurance	$50 n
China Underwriters	$2¼ b 2.35 s
China Fire Insurance	$285 b
H.K. Fire Insurance	$720 b
Shipping.	
Douglasses	$37 s
H.K. Steamboats	$29 n
H.K. Tugs & Lighters	$2¼ n
Indo-Chinas (Pref)	$86½ b
do. (Def.)	$70 b
Shell Transports	96/3 n
Water-boats	$20¼ n
Mining.	
Benguets	$1½ b
Kailan Mining Ad.	54/- sa
Langkats (Combined)	T12.20 n
do. (Single)	T5.90 n
Shanghai Explorations	T2.80 n
Shanghai Loans	T3½ n
Raubs	$4.10 b
Tronoh Mines	17/6 n
Docks, Wharves, Godowns, &c.	
H.K. & K. Wharves	$136 b 137 sa
H.K. & W. Docks	$39¾ b
China Providents	$5.10 b
Hongkews	T156 n
New Engineerings	T5 n
Shanghai Docks	T107½ n
Cotton Mills.	
Ewo Cottons	T8¾ s
Oriental Cottons	T2.20 n
S'hai Cottons (Old)	T51½ n
do. (new)	T27¾ n
Lands, Hotels & Bldgs.	
H.K. & S. Hotels	$3.95 b 9.20 s
Hongkong Lands	$65¼ s
Shanghai Lands	T134 b 137 s
Humphreys Estates	$14¼ n
Hongkong Realties	$8½ s
H.K. Territorials	—
Prince's Buildings	—
Public Utilities.	
H.K. Tramways	$24½ b
Peak Trams (old)	$12¾ n
do. (new)	$8 n
Star Ferries	$64½ b 65 s
China Lights (comb.)	—
do. (old)	$11¼ b 11¾ s
do. (new)	$11.10 b 11.60 s
do. 1928 Issue	$11½ s
H.K. Electrics	$71¼ b 71½ sa
Macao Electrics	$26¾ b
H.K. Telephones	$5.60 b
China Buses	$0¼ b
Singapore Tractions	11/8 b 11/1½ sa
do. Pref.	17/6 sa
Industrials.	
China Sugars	$2½ b
Macabon Sugars	$24½ n
Canton Ices	$3¾ b 3¾ s
Cements (comb.)	$9.80 b
do. (old)	$8.40 s
do. (new)	$1.55 b 1.70 s
H.K. Ropes (old)	$6.90 s
do. (new)	$6.70 n
United Asbestos	$10 n
Stores, &c.	
Dairy Farms	$21.60 b
Watsons	$14 s
Der A. Wings	50 cts. n
Lane, Crawfords	$3¾ n
Mackintoshs	$20 n
Sinceres	$9½ n
Wm. Powells	$3 b
Miscellaneous.	
H.K. Amusements	$29¾ b 31 s
H.K. Constructions	$1½ s
B. Ind. G. Bonds	64½% b
H. K. Govt. Loans	4% Prem. n

ROAD IN 2 PARISHES.

VILLAGE ANOMALIES.

Watchet.—Anomalies which exist in the village of Porlock (Somerset), owing to its situation in two parishes, were disclosed at a county council inquiry in reponse to an application that Doverhay part of the parish might be merged into Porlock.

A portion of the main street divides the parishes, and the Doverhay burial ground is 2½ miles away. In other days dying people were carried across the street in order that they might be buried at Porlock.

There are separate systems of scavenging, each parish council doing one half of the road, and the water supplies and public lighting are quite distinct. If a man is arrested in the street the constable has carefully to note the precise spot, in order to determine in which parish the alleged offence is committed.

Parishioners on both sides are hopeful that the inquiry will result in the abolition of this state of affairs.

For the first time in this country, Eugene O'Neill's one-act play, "Before Breakfast," is to be done at the Theatre Royal, Glasgow. It is in the nature of an intellectual thriller, and contains only one character, which will be played by Mary Grew.

THE MOTORISTS' PAGE

B.S.A.

POWER with SILENCE
SPEED with SAFETY

In the Stock Machine Trial for standard machines selected from stock by A.C.U. officials B.S.A.'s won

4 GOLD MEDALS and TEAM PRIZE

DUNLOP TROPHY

Premier Award in the M.C. and A.C. Dunlop Trophy Trial won on B.S.A. 4.93 h.p. O.H.V. (W. Johnson)

Also won on B.S.A. in 1926.

B.S.A.'s won the **COLMORE CUP**

2 years out of 3—in 1926 and 1928

In the Victory Cup Trial B.S.A.'s won **Frank Hallam Cup**

Watsonian Team Prize

For 2nd year in succession **6 GOLD MEDALS**

In the Paris-Nice Trial B.S.A.'s won

TEAM PRIZE

for 5th year in succession and

3 GOLD MEDALS.

In the recent A.A. Silence Test, every one of the 15 models in the B.S.A. range (including 2 O.H.V. specially tuned models) was tested by A.A. engineers and awarded the A.A. Silencing Efficiency Certificate.

Write for Catalogue.

THE SINCERE CO., LTD.

Sole Agents.

BUYERS' GUIDE

MOTOR CARS.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. C.4759.

BUICK.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.

CADILLAC.—Hongkong Hotel Garage, Queen's Road. C.4759.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.

CHRYSLER.—A. Lung & Co., 19, Queen's Road, C. Tel. C. 1219.

MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.

OAKLAND.—A. Lung & Co., 19, Queen's Rd., C. Tel. C.1219.

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SINGER.—Gilman & Co., 4a, Des Vœux Road Central.

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WHIPPET.—Gilman & Co., 4a, Des Vœux Rd., C.

WILLYS-KNIGHT.—Gilman & Co., 4a, Des Vœux Road Central.

MOTOR TRUCKS AND TRACTORS.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.

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MOTOR CYCLES.

B. S. A.—The Sincere Co., Ltd., Des Vœux Road. C.1067.

ROYAL ENFIELD.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. C.1247.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hong Kong Hotel Garage, Queen's Road. C.4759.

ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. K.226.

AUTO-TOTAL FIRE EXTINGUISHERS.—Keller, Kern & Co., Ltd., 16-19, Connaught Road, Central.

COLUMBIA BATTERIES.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. C.1247.

FIRESTONE TYRES.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. C.1247.

MILLER ACCESSORIES.—A. Lung & Co., 19, Queen's Rd., C. Tel. C.1219.

MILLER TYRES.—A. Lung & Co., 19, Queen's Rd., C. Tel. C.1219.

PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. C.4759.

WHY THEY SELL.

CHRYSLER "STANDARDISED QUALITY."

POPULARISES MODEL "52."

Again and again people who are learning about the Chrysler "52" for the first time express surprise that a Chrysler can be bought for so little money. That the beautiful "52" models do sell at most moderate prices, have the characteristic Chrysler charm, and possess a very definite and recognised prestige that other automobiles in their price class do not enjoy, are circumstances most largely due to the Chrysler "Standardised Quality" plan of manufacture.

Walter P. Chrysler has always felt that the purchaser of a car in the low price class should receive just as much value in fine performance and quality of workmanship, as the man who purchases a car in the high price or more exclusive class.

Four years ago he put into practice the plan which makes this possible. He realised that a manufacturer striving primarily for volume could not offer utmost quality. He determined to standardise on quality in car manufacturing as other manufacturers had standardised on quantity; to build four classes of quality cars for the four great markets; to build these cars under one name, in one group of plants, with one manufacturing and one distributing organisation.

Only by remembering the Standardised Quality" plan, that the "52" has been designed and developed by the same group of brilliant engineers who produced the Chrysler "62," "72" and the famous Imperial "80;" and that the "52" shares in the manufacturing economies effected by reason of the tremendous volume of business with which the public has favoured all of the Chrysler models, is it possible to understand how so much value has been put into a low-priced car.

Despite its low price, the "52" is thus enabled to carry on the Chrysler tradition of mechanical excellence, of roadability, of grace and beauty, of winning lines and handsome, durable colour combinations.

A host of mechanical superiorities—including pressure lubrication, steel spring engine front mounting, air cleaner, aluminium alloy pistons, impulse neutraliser, silchrome steel exhaust valves, statically and dynamically balanced crankshaft and flywheel—feature the rugged "52" engine, a power plant that capably meets every requirement with a remarkable economy in consumption of both oil and fuel.

Surely it would be difficult to find an automobile so pleasing of line and finish as the De Luxe Saloon the highest-priced body type of this model, and one of the most beautiful of the Chrysler creations.

With the inviting interior of the sturdy wood and steel body, providing generous roominess and comfort for five passengers, fine Mohair upholstery, saddle-spring seat cushions, arm-rest—coupled with vigorous, unfailing Chrysler performance at all speeds up to 52 and more smooth miles per hour—the "52" De Luxe Saloon is an outstanding value in its class—an automobile combining beauty, reliability and speed, and a distinct credit not only to the manufacturer, but to the purchaser as well.

NEW-HUDSONS.

The 1928 New-Hudson models, now in increasing numbers on the road, have won general approval on account of their remarkable road holding qualities at high speeds. Many riders have commented on the absolute security of the New-Hudson at speed and the total absence of speed wobble. Exceptionally low riding position (with consequent low centre of gravity) the provision of a highly efficient steering damper, and the workmanlike method of springing, all contribute towards this renowned stability at high speed.

The wonderful protection afforded to working parts is of particular value in countries where much dust is experienced. In both the O.H.V. models the rocker gear and push rods are totally enclosed, while in Models No. 83 and 84 the valves and springs are totally enclosed in an aluminium cover.

PROPER INFLATION.

FIRESTONE DEALER TELLS HOW.

MORE MILEAGE.

"Tyre mileage, life and service depend on several factors," according to C. Lauritsen of the Dragon Motor Car Company, Ltd., Firestone dealer in Hong Kong.

"These factors include the tyre, driver, car, roads; and last but not least, on using tyres large enough for the heaviest load placed on them at any time and keeping them inflated to the correct pressure.

"Nearly every day some one will say to us, "Why do some people get 25,000 miles from their tyres when the best I ever get is around 10,000 miles? How do you account for that?"

"The trouble is not with the tyres, but with the way they are overloaded or under-inflated. Nothing—man, beast or mechanical device—can stand up under great abuse. The remedy is to provide tyres large enough for the maximum load that may be placed on them and to keep them properly inflated.

"Reasonable care and regular inspection of tyres for minor injuries and checking of the air pressure will enable the motorist to get the most mileage and useful service."

LONGER LIFE.

NITRATED CHROME STEEL CYLINDERS.

An important communication has been made to the Academie des Sciences by Leon Guillet, a director of the Ecole Centrale, on the subject of the use of nitrated chrome steel in motor-car manufacture.

According to experiments that formed the subject of M. Guillet's paper, the employment of nitrated steel for cylinders gives results never before attained; the steel has a hardness that produces unequalled durability and resistance. Exhaustive steels made by Birkigt, the designer of the Hispano-Suiza engine, showed virtually no wear in the pistons, whether of cast steel or aluminium alloy.

The use of polished nitrated steel is destined to have an important effect on the construction of bearings since the metal can come into contact with aluminium alloy such as duralumin without heating, so that weight and complexity may be saved by the elimination of anti-friction devices or bushes.

Connecting rods mounted directly on a nitrated steel crankshaft gave 10 per cent. greater power at a speed of 3,000 revolutions a minute. The necessity for lubrication was diminished. In the recent contest between a Hispano and a Stutz car in America the Hispano, which was fitted with a nitrated steel crankshaft, used less than one gallon of oil during nineteen hours.

Guillet states that as a result of prolonged experiment in the laboratory of the Ecole Centrale he found that certain steels heated to 500 degrees (C) while treated with ammonia, acquired an extraordinary degree of hardness. The ammonia combined with the aluminium in the steels selected to form a surface impervious to the file. Nitrated steel sleeves in cylinders will, Guillet says, diminish wear in motor engines to an unprecedented degree.—"Morning Post."

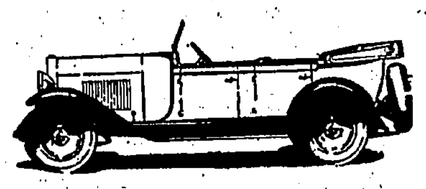
COSTLY.

New York.—In the Manhattan district of New York, 354 lamp-posts, no less, were either destroyed utterly or greatly impaired by careless or light-hearted motorist during 1927. The replacement cost was $10,295. Lamp posts in other sections of New York suffered like injuries and in Central Park alone 105 posts were uprooted by bad drivers.

The expense of running posts is generally taken care of by the transgressor unless by chance he scores a too direct hit, in which case the costs are often defrayed from the insurance money.

According to New York police, about 60 per cent. of lamp-posts accidents are attributable to over-indulgence in alcohol.

OLDSMOBILE



1,177,000 MILES OLD.

Round and round the four mile track at the General Motors Proving Ground went the Oldsmobile experimental cars. Thousands after thousands of miles over all types of roads. Up hill and down hill, at all speeds; tested on grades up to 28%; back and forth through water hub deep. Thus these first cars received their baptism in order that your motor car might be made the finer.

Through the results of this testing and re-testing, checking and re-checking, each item recorded accurately, the Oldsmobile Six was fashioned and formed.

The great resources of the General Motors Corporation were concentrated so that this fine car of low price might be produced—and proved before the first one was ever offered for sale.

The great New Oldsmobile comes to you absolutely new—yet 1,177,000 miles old.

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 ..... 33 Wong Nei Chung Road.

Telephone Central 3500 ..... 33 Des Vœux Road Central.

A FINE CAR OF LOW PRICE

A BIG RUN.

NEW STUDEBAKER HONOURS.

PRESIDENT EIGHT.

Atlantic City, N.J. May 3.

The President Eight, leader of Studebaker's line of champion automobiles, has established 12 new speed records for fully equipped stock closed cars by travelling 2,000 miles in 1,654 minutes, it was announced here to-day.

The President's new accomplishment gives Studebaker possession of every official American endurance and speed record for fully equipped stock cars—closed as well as open—from 5 miles to 25,000 miles.

The President's sensational run began at 2.25 o'clock on the afternoon of April 29, at the Atlantic City Speedway. Every lap of the entire test was timed and checked by officials of the American Automobile Association who have certified the President's new records.

An average speed of 72.5 miles per hour for the entire 2,000 miles was made by the President. Both before and after the run the car was checked by the A. A. A. Technical Committee, which certified it to be a strictly stock model.

The President's run eclipses the performances of automobiles costing two or more times as much and gives Studebaker undisputed supremacy in the fully equipped stock car speed field. The Studebaker Commander, Director and Erskine Six all hold speed and endurance records in their price classes.

NEW MOTOR FUEL.

A new motor fuel, an alcohol mixture, has been invented in Warsaw, Poland. The liquid, which is made from ordinary alcohol of 92 to 94 proof, is said to give an easier start smoother motion, and saves from 30 to 55 per cent. of the fuel consumption as compared with benzine.

AUTO SUPPLIES

REPLACEMENT PARTS TOOLS AND SHOP SUPPLIES

Articles sold are superior quality—backed by our guarantee of satisfaction and smiling service—and our prices are lower through our large volume, right buying and economical operation.

Sole Agents for:—

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TRAVEL RECORD.

5,000 MILES IN LESS THAN 4,800 SECONDS.

STUDEBAKER FEAT.

By travelling 5,000 miles in less than 4,800 consecutive minutes, the Studebaker Director established a record for strictly stock automobiles in its price class at Atlantic City, N.J., U.S.A., on April 23. The record was made under the supervision of the American Automobile Association.

The new feat of two Studebaker cars began at the Atlantic City Speedway on April 20. It ended 3 days later when both cars flashed across the 5,000 mile finish line, each having surpassed all endurance and speed records of stock cars in their price class for that distance.

The first Director covered the 5,000 miles in 79 hours and 11 minutes, maintaining an average speed of 63,138 miles per hour for the entire distance. The second Director averaged 61,312 miles per hour for the 5,000 miles, making the run in 81 hours and 32 minutes. No cars in their price class have ever equalled this record.

Timed All the Way.

The entire run was supervised by the contest board of the American Automobile Association. Every lap the cars made was timed and checked by official judges and timers. Both before and after the test, the cars were checked by the technical committee and pronounced strictly stock models in every respect.

"It requires super-endurance for a car to travel 5,000 miles in less than 5,000 minutes," says an announcement issued by Studebaker. "Only recently a car costing three times as much as the Director was forced to withdraw from a 24-hour race after it had covered less than 1,400 miles. Almost any car can run 60 miles an hour for a short time, but when it comes to maintaining that pace hour after hour, and day after day, the car must have been built of high quality materials to the most exacting of precision standards and under rigid inspections.

"Studebaker's purpose in having the Director make this sensational run was to prove the foregoing characteristics of Studebaker cars and also the engineering genius embodied in the car—the genius that gives this car 70 horse-power, yet permits it to be thrifty of gas and oil; the genius that permits you to drive it 40 miles an hour when it is new—65 miles an hour later; the genius that—makes it unnecessary to change engine oil or to lubricate the chassis oftener than every 2,500 miles."

ITALIAN ALPS.

NEW MOTOR COACH SERVICE.

FIATS CHOSEN.

Arrangements have been completed, at a conference held recently at Cortino d'Ampezzo, for a considerably extended service of motor coaches next summer in the Italian Alps, with extensions into Switzerland and France. There is hardly a road in the Alps which is not now covered by motor coach services, some of these vehicles crossing at altitude of more than 9,000 feet.

Under the recent agreement, the coach services will not stop at the frontier line, but will be continued into the adjoining country, thus giving an opportunity for international travel hitherto unknown. Among these important services is one from July to September around Mont Blanc, from Chamonix over the Grand and the Petit St. Bernard to Courmaver, and vice versa. There will be two services, one by a French and the other by an Italian company, using 11-passenger Fiat and Spa coaches.

A very convenient and popular international service is one from Turin in Italy over the Alps to Briancon in France, thus uniting two towns which are only indirectly connected by rail. The height of the pass on this route is 6,669 feet. Spa 20-passenger coaches are used for this run. There is another direct daily service from Turin to Nice, via the Col. de Tende, at an altitude of 3,248 feet.

Mont Cenis, 6,836 feet above sea level, can be reached daily by Spa motor coaches starting from Turin, and from the top of the pass French coaches carry travellers to Modane and Chambery.

As exhibitions are being held in Turin and Milan this summer, arrangements have been made for joint rail and coach tours from France, Switzerland and Austria to these two cities. Rail and coach interests are working together on this programme.

STANDARD SIX.

TWO YEARS TO DEVELOP DODGE MODEL.

NOW SUPERIOR.

After over two years of intensive development work, Dodge Brothers, Inc., recently announced the Standard Six line of passenger cars, superior in speed and acceleration to any cars selling at the same price. In these new cars, it is claimed, exceptional riding comfort, economical performance and ability to travel at sustained high speeds have been combined with the sturdiness and dependability for which Dodge Brothers motor cars have always been so well known.

The new cars are displayed in the salesroom of Estrella Auto Palace, local Dodge Brothers' dealer at 536-568, Gandara-street. The factory is now building the Standard Six in four body types, the coupe, sedan, de luxe sedan and cabriolet, finished in a number of different attractive colour combinations. Production of the new sixes is now 1,000 per day and Dodge Brothers' schedules call for total output of all types exceeding 1,650 per day, the largest production schedule in Dodge Brothers' History.

The sweeping graceful lines of the Standard Six give the impression of cars selling at much higher prices. Although the overall height is low, adequate headroom is provided. High seat backs and wide cushions, both tilted at the correct angle, insure the comfort of the passengers.

The engine is of L-head type with bore and spoke of 3⅜ inches by 3⅞ inches. The pistons are Bohnalite with alloy steel struts, each fitted with three compression rings and one oil control ring. The combustion chambers are machined to secure equal compression in the cylinders. This feature and the unusual size of the seven-bearing cranksdaft insure smoothness of performance at all speeds. The total projected area of the seven main bearings is 24.15 inches.

The N. A. C. C. rating is 27.34 horsepower but the engine actually develops 55 horsepower. Extensive tests have demonstrated the brilliant engine in acceleration, hill climbing ability and in smooth, quiet operation for long periods at high speeds.

The four wheel brakes are completely inclosed and are of the steel draulic (mechanical) internal expanding type, operating in 12 inch drums. They respond to the lightest foot pressure with uniform braking on all four wheels. The parking brake contacts on the propeller shaft. Balloon tyres 29 x 5 with wood wheels are standard equipment on all types except the cabriolet which is equipped with wire wheels.

The equipment includes speedometer, ammeter, and oil pressure gauge grouped under a single glass, adjustable hooded instrument lamp, carburetter mixture control and ignition switch with theft lock. The throttle and spark control levers are on top of the steering wheel while the light control switch is on the steering column within easy reach. The cowl ventilator control lever is within easy reach and the ventilator closes against a felt pad. The full vision one-piece swinging windshield is easily adjustable to any position for ventilation and may be opened wide. An automatic wiper is provided.

With the introduction of the Standard Six, Dodge Brothers, Inc., announces the discontinuance of the four cylinder passenger cars.

RECORDS BROKEN.

AUTO SHIPMENTS OF OLDS MOTOR WORKS.

All previous records for automobile shipments were broken during April by the Olds Motor Works, according to figures given out by the sales division of that company. Shipments on the last day of April totalled 559 vehicles, topping all previous records. Not in the thirty years of its existence has Olds either duplicated or even approached this figure. The first quarter of 1928 surpassed in shipments anything heretofore recorded. On the last of April the Olds Motor Works had shipped over 10,000 more cars than in the first quarter of 1927. The April production was far from sufficient to supply dealers in spite of the record shipments.

Employees at the Olds work are on overtime schedules. All departments are on the job after regular hours, and there is a night shift working in many departments.

The Fisher Body plant at Lansing, a unit of General Motors Corporation, furnishing Oldsmobile bodies is also working on overtime.

UNUSUAL DEMAND.

FOR KNIGHT MOTORED CAR.

INCREASED PRODUCTION.

Following remarkable performance of the 1928 model of the Falcon-Knight, the general demand for this new six has grown to a point which necessitated increased car building schedules at the factory in Elyria, Ohio, according to a statement made this week by officials of the Falcon Motors' Corporation.

Outstanding among the many recent feats of the Falcon-Knight was the new coast-to-coast record established by Mr. Cannonball Baker when he drove from Washington, D.C., to Los Angeles, California—a distance of 3,198 miles—in 73 hours and 47 minutes of uninterrupted travel.

New production schedules have required large additions to the factory pay-roll, the personnel being 80 per cent. larger than at any time during 1927, which was the company's initial year in the automotive industry.

In its first year, also the Falcon Knight was highly successful, setting a notable sales record for a new company. Through the John N. Willys' Export Corporation and their associates, Messrs. Willys Overland Crossley, Ltd., of Stockport, England, they are building up a Falcon-Knight dealer organisation that will soon cover every important trade centre of the world.

The increased demand for Falcon-Knight cars is attributed to the decided trend on the part of motor car buyers everywhere toward cars powered by the Knight double-sleeve engine, as well as to the remarkable performance of Falcon-Knight cars since their initial introduction.

Officials of the Company declare that the outlook for the present year is extremely bright. Steady production is now being maintained to keep pace with orders from all parts of the world, and plans are being made to increase this production materially as the demand has already far exceeded their original estimates set at the beginning of the current year.

"CROSS FLOW."

NEW PONTIAC RADIATOR.

Through the introduction of an entirely new principle of radiation the Oakland Motor Car Company has again been first to introduce a development of major importance to the motorist. The "cross flow" radiator, one of the features of the new Pontiac Six, is the latest achievement which will bring added car life and increased engine efficiency to the motoring public. The correct principle of condensation, which has long been known, has been used to decided advantage in many other fields of mechanical endeavour, but until the introduction of this new type radiator it has never before been applied to the automobile. From the standpoint of construction as compared to the old type radiator it allows for a design of much greater rigidity. The core is attached to three tanks, one at either side and one at the top, and the tubes are thus braced at three points as compared to two on the old type. Water is introduced into the tank at the top and flows from there into the cool water tank at one side. From there it passes into the engine. After passing through the engine, it is returned to the receiving tank at the other side of the radiator. It is then cooled by having to flow horizontally through 384 inches of radiator core cooling surface before returning to the cool water tank.

The primary advantage of this new design lies in the fact that any water which may become vaporized while passing through the engine is condensed and cooled before it reaches the outlet vent and remains in the cooling system. This feature is of special value during warm weather when much damage can be caused by the loss of the radiator contents.

The circulation of the cooling water is also greatly improved by the use of a completely re-designed water pump, which is somewhat similar to that used on the Oakland Cosmopolitan Six. In this new water pump, end thrust which is so often the cause of leaky connections, is greatly reduced. The fan, which turns in bronze bearings, is a fifteen inch two-blade type. The temperature of the water is controlled by an unusually effective thermostat. Copper construction is used throughout being a radical departure from the standard practice of using brass, and every detail that will insure better cooling is to be found on the New Pontiac Six.

DAIMLER 'BUS.

1,830 MILES ROUND GREAT BRITAIN.

RELIABILITY TEST.

A successful all-round tour of Great Britain has just been completed by an Associated Daimler 33-seater single-deck omnibus, fitted with the A.D.C. 35/50 h.p. poppet valve engine. The vehicle was loaded with the equivalent weight of about 37 passengers, and the object of the test was to prove the all-round efficiency and reliability of this type of vehicle to stand up to any test likely to be experienced under severe service conditions. A task which was accomplished with ease. The route taken was London to Land's End, via the West of England to Glasgow, and thence via Pitlochry to Inverness, following the coast round to Aberdeen, Aberdeen to Edinburgh, thence to Newcastle, and Newcastle back to the Southall Works of The Associated Daimler Company, Ltd.

The notorious Porlock, Countisbury and Parracombe hills in the West Country were climbed in excellent style, and two standing starts were made on a gradient of 1 in 4 with wet and very bad road surface. The long tedious climb of Shap to Westmorland was accomplished with ease, at an average speed of 26 miles per hour for the entire length of the gradient. In Scotland, between Pitlochry and Inverness, extremely rough and difficult roads were experienced, snow drifts in some places almost took the steering out of the driver's hands. The complete route was covered in six days, the total running time being 61 hours 55 minutes; 226 gallons of petrol were used for the complete journey, consumption averaging 8.1 miles per gallon. Oil consumption 2½ gallons, equalling 732 miles per gallon, and approximately ½ gallon of water was added to the radiator each day.

At no points on the hilly sections was overheating experienced, and only two 15 minute delays were experienced, due to minor mechanical accessory troubles. One was due to a nut working loose on the Autovac suction pipe to induction, and the second stop was caused by the carburetter toggle pins coming adrift. The omnibus body stood up to the severe strains it was subjected to in an excellent manner. Total weight of the body was 1 ton 16 cwts., ballast in sand-bags plus an average of ten passengers per day was carried, amounting to 2 tons 6 cwts. The total weight carried, therefore, was equal to about 43 passengers, or an overload of 10 passengers. The chassis weighed 2 tons 17 cwts., so that the total weight carried throughout the tour was 6 tons 19 cwts.

This gruelling test, organised by the Associated Daimler Co., of Southall, Middlesex, England, marks a great event in the Commercial Motor Industry, and again proves the worth of Associated Daimler vehicles.

RECENT ORDERS.

FOR COMMERCIAL VEHICLES.

The value and sterling qualities that mark the British-made car are a feature also of the British-made Commercial Vehicle designed for both goods and passenger-carrying purposes. The following recent orders received by British Manufacturers afford evidence of the acceptance of this fact by those whose business requirements necessitate the use of such vehicles.

Albion Motor Car Co., Ltd., Glasgow, Scotland:—

Order for a number of 2-ton chassis from London, Midland and Scottish Railway Co.

Guy Motors, Ltd., Wolverhampton, England:—

Third substantial repeat order for 6-wheel double deck 'buses from the London Public Omnibus Co., Ltd.

Four single-deck 6-wheel 'buses for Reading Corporation (making eighth repeat order).

Third repeat order from Lowestoft Corporation for 26-seater bus chassis.

Further repeat order for a 4-wheel 30-seater bus from West Bromwich Corporation.

Vulcan Motor & Engineering Co. (1906), Ltd., Southport, England:—

Repeat order for four 2-ton chassis from Brighton Corporation.

Repeat order for 30-cwt. Hydraulic Tipping Waggon from Rochdale Corporation.

Repeat order for Road Sweeper and Collecting Machine Sheffield Corporation.

Repeat order for Omnibuses from Newcastle-on-Tyne, Dunoon, Fleetwood, and Colwyn Bay.

NEW CHRYSLER "52"

In Money-Value, in Performance in Comfortable Size—Without Rival

The smart New Chrysler "52" at phenomenal low prices—with quality unchanged—is more than ever the greatest value in the low-priced field.

Full-sized bodies of exceptional fineness, roomier by far than any other car of comparable price. Long, flexible car springs and extra-large balloon tyres, giving you all the comfort of a large, high-priced car.

It has power, speed and acceleration characteristic of all Chryslers. And, above everything, it gives you a smoothness of operation and ease of handling and riding, that enables you to use its fleetness and dash with real comfort.

The smart New Chrysler "52" is everything that Chrysler quality has come to mean among motor cars. Study it in intimate detail. Ride in it. Drive it. Then see how its low prices put it far beyond comparison with any other car in this group.

Seven Body Types

Tourer
Two-Seater
Coupe
DeLuxe Coupe
Two-Door Saloon
Four-Door Saloon
DeLuxe Saloon

Two-Seater and DeLuxe Coupe are equipped with dickey seat

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DRIVE A CHRYSLER TO PROVE A CHRYSLER

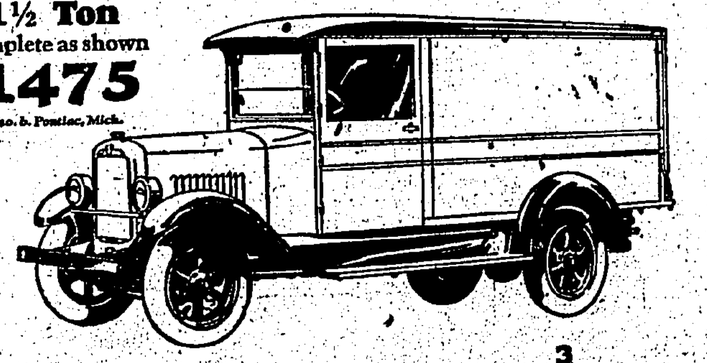
ALWAYS INVESTIGATE WHAT GENERAL MOTORS HAS BEFORE YOU BUY

GENERAL MOTORS TRUCKS

With BUICK Six Cylinder Engine

1½ Ton Complete as shown $1475

f.o.b. Pontiac, Mich.



3 Great Series

Powered by the PONTIAC Six Cylinder Engine

1000-lb. chassis . . $525
With Screen Body . . $760
With Panel Body . . $770
2000-lb. chassis . . $745

Powered by the BUICK Six Cylinder Engine

Chassis Prices
One Ton $1095
One and one-half ton . $1185
Two Ton $1950
(pneumatic tires)
Two Ton $2050
(solid tires worm-gear drive)

Powered by the BIG BRUTE Heavy Duty Engine

3½ tons to 15 tons—chassis prices subject to change without notice

$3690 to $5820

All prices f.o.b. Pontiac, Mich.

On the streets and highways throughout the world these Buick-powered General Motors Trucks are setting a new standard of performance. Speedy, but safe. Easy to handle in traffic. Covering a wider territory profitably. With a rugged stamina and long life that make for amazing economy! . . . *Investigate* these great values—typical of our *complete* General Motors Truck line!

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A TRUCK FOR EVERY PURSE AND PURPOSE

OBSTRUCTIONS.

SPEED NOT DANGEROUS IN ITSELF.

INADEQUATE ROADS.

A very brief experience of the roads will show that speed itself is not dangerous. Danger is imported only when speed is associated with other factors—for instance, corners, live stock, children and the like. Perhaps the factor which most often renders speed perilous is an obstruction of some kind. A double stream of traffic hurtles along an 18-ft. road at quite high speeds—thirty-five or even forty-five miles an hour—and no peril arises until one of the lines is checked or bent outward by some petty little obstruction. Alongside this obstruction the chances of a smash becomes almost continuous. The obstruction may be a labourer trundling a barrow, a nursemaid wheeling a perambulator, a couple of lovers arming each other, a cyclist, or worse still, a small clump of cyclists, a horsed vehicle, or, most perilous of all a wide and tall tradesman's van temporarily parked outside a cottage or a farm gate for the legitimate delivery of goods. Take the very common 18-ft. road as an example. Very few cars exceed an overall width of 5ft. It would be safe to say that two drivers of such calibre as Campbell and Segrave could pass each other, meeting or overtaking, in 10-ft. road at fifty miles an hour. Being wise men, they would not actually do it, unless they knew who was driving the other car. But neither of these supermen really asks for more than 2 ins. clearance outside each wing. The ordinary duffer is far more exacting. He never quite knows where his nearside wheels are; watch him draw his car up by the kerb, and you will usually see about 2 ft. of wasted space. So if you estimate the width of his car at 5ft., and allow him 2 ft. of freeboard on either side of it, he wants 9 ft. in all; and the car which is advancing towards him wants as much, making 18 ft. in all for a double stream of traffic. So if you place a single cyclist on the road, even if that cyclist hugs the gutter and rides dead straight, an 18-ft. road becomes too narrow for the traffic.

A cyclist is really a very pretty invader of the road. He is usually expert, as duffers are scared of the road nowadays, not without reason. His presence narrows the road by very little over 2 ft. Nevertheless, the car drivers want so much room that where he intends on the double stream there is a kink; and if the stream is not continuous you may see cars in both streams check and hesitate, for fear of arriving level with him simultaneously. As the cyclist nears a bend or corner things get worse, for in spite of the high educational value of white lines painted on the road, very few drivers can yet corner perfectly unless the corner is open, and they can visualise its whorl before they tackle it. In calling a cyclist an "obstruction" I am not hinting that he is not entitled to be there, but am merely studying his effects on the bulk of road users.

Now substitute for the cyclist a Ford van, or other light delivery vehicle of similar size. It is much wider than the cyclist; if we park it up, hubs against the hedge, it will for all practical purposes absorb about 7 ft. of the total 18 ft. available for traffic. Two good drivers of standard cars can pass it and each other in the remaining 11 ft., but the average driver wisely dislikes such close shaving as this space suggests. So the effect of a parked van on the double traffic stream is infinitely worse than that of the cyclist, even in terms of pure space. But there is a more evil effect, for the van is in silhouette about 8 ft. high by 5 ft. wide, and blankets the view of one traffic stream to that extent. So the drivers on the side of the road where the van stands swing out a little to see whether anything is coming, and hesitate whether to round it or not. There may be a car approaching them, and they may be uncertain whether they have time to squeeze past the Ford; there may be nothing visible, but a hedge or a bend leave it possible for a fast-moving car to catch them abreast of the Ford. Meanwhile oncoming traffic is in rather a similar dilemma. It has the right of way; but will the traffic on the van side of the road be aware of its right and yield it? Perhaps a bend and a hedge limit their view. Perhaps some vehicle is approaching, and threatens to pass though not a safe distance away. There are all sorts of "ifs" about such a position, and wherever a hundred motorists have to weigh up chances, somebody is pretty sure to weigh them up wrong. His fellows may atone for his blunder by a deft recovery, but the risk is there. Finally, it must be added that the van driver is usually a youngster of seventeen (or ever an untruthful sixteen; my bread was delivered for a year by a well-grown lad of fifteen summers, complete with Ford). If he is not a youngster, he may well be a soured, elderly baker, who rose at 4 a.m., and spent the cream of his waking hours in the bakehouse. Hence these vans are far too often parked in wildly unsuitable places, close up to a nasty corner, or just where they screen a road junction.

To be constructive, it is obvious that 18 ft. is a grossly inadequate width for any motor road; but it will be expensive to widen most of our secondary roads to 20 or 24 ft., as the surveyors are already taking in the turf and the ditches at the sides to make up 18 ft. Perhaps the chief practical expedient of real value would be to edge all roads with a red line painted on the surface one foot out from the edge along the whole length where parking is prohibited, even for trade delivery purposes. The same purpose could be served by painting a broken white line wherever parking is to be allowed. No such temporary parking should be permitted within 100 yards of a corner, side entry, farm gate or other source of danger. Tradesmen would have to put up with the slight deceleration of deliveries inflicted by their men having to walk these short distances to reach gates.—R. E. Davidson, in the "New Statesman."

THE ENGINEERS.

FAN, WIND TUNNEL AND RESEARCH.

MUCH EQUIPMENT.

The old proverb has it that "a straw will show which way the wind blows." Perhaps it will. But a straw would be hardly reliable enough for an indicator in air current studies made by General Motors research engineers.

They study air currents to determine fan and radiator efficiency. The apparatus they use—ingenious in design and unusual in appearance—consists of a large cylinder, shaped not unlike the wind tunnels for testing aeroplane models. One end is enlarged, resembling a huge telephone mouth-piece or bell. The other end is adapted to fit snugly round the different radiators which, together with different fans, are undergoing test. Frequently the whole front end of a car or truck is nosed into the tunnel.

The fan, run by an electric motor, pulls air through an automobile radiator and, in this efficiency test, it pulls air also through the tunnel, in order that engineers may measure the quantity involved. Furthermore, for accurate measurements, the air must flow through the tunnel very smoothly. This is the reason for the bell shaped end, designed to accelerate very gradually the air being drawn in. Hanging in the centre of the bell is an anemometer, or air flow measuring instrument.

All this equipment enables the engineer to find out just how much air the fan pulls through a car or truck radiator, how efficient the radiator is, and how satisfactory the fan. This information has contributed much to the present high development of these important units on General Motors cars.

In fact, because they seldom give any trouble, a driver often does not realise how essential and excellent the fan and radiators are on General Motors' cars and trucks. This is a tribute to the engineers who designed and tested them. Yet for these men "to-day's best is not good enough for to-morrow," and the future will see many chapters added to the story of the fan, the wind tunnel, and the research engineer.

RADIO CHEVROLETS.

RUNNING FROM CAIRO TO CAPETOWN.

Fifty years ago when Henry M. Stanley was sent into the wilds of Africa by the "New York Herald" to search for the long missing Livingstone, messages were received from him at long intervals until the final one when he stood on the jungle's edge. Then he and his expedition were plunged into the silent sea of tropical vegetation and were swallowed up as completely as if it had been the ocean at its deepest spot. Months passed, weary months of speculation and worry before Stanley emerged from the jungle with his thrilling story.

At the present moment an expedition is making its way from Capetown to Cairo traversing much of the territory in which Stanley was cut off from the world for so many months. This present day expedition, instead of the traditional African safari of native porters, depends for its transportation on a Chevrolet truck and sedan. On the truck is a portable wireless set.

FAIR SEX.

SHOWS DRIVING SKILL.

FEWER ACCIDENTS.

Are women drivers involved in more accidents than men?

This question has caused much argument and to a certain extent has resulted in those arguing reaching on definite decision. However, according to A. R. McCullough of the Benson-McCullough Motor Company, it is now in a fair way to be decided by checks being made in various parts of the United States by automobiles.

"In the absence of complete figures the fair sex seem to have the best of it," McCullough asserted.

"For instance, in the District of Columbia it was found that of 122,900 persons operating automobiles 15 per cent. were women. In a check of 83 fatal accidents only 2.4 per cent. women drivers were involved, while 91.6 per cent. were men. Six per cent. were unidentified.

"Here in San Francisco a study of 1,000 fatal motor vehicle accidents indicated that women drivers comprising 20 per cent. of the total participated in less than 15 per cent. of the fatalities.

"These checks of course dealt only with persons actually at the wheel of the motor vehicles and no mention is made of back seat driving.

"We have found that the majority of women are careful drivers," McCullough continued. "Moreover, it has been our experience that they are not tempted to break the speed laws as much as men are.

"Scores of Moon 6-72 models that we have delivered in San Francisco are being handled by fair motorists. In fact many of them have, explained to us that the case with which these cars handle have made them favourites with milady.

"For instance, the Moon 6-72 is famous for its parking qualities. On account of traffic congestion in the down-town districts it is sometimes quite at the curb. But women have told us that if there is a little more than a car length vacancy it is simple enough to park the car."

OPPORTUNITY.

UNIQUE BOOST GONE WEST.

Further news of Mr. Birtles is to hand by the mail. Mr. Birtles on arrival in Singapore confessed himself beaten in the attempt to motor from Burma to Siam and thence to Bangkok. He had to "turn back as the floods were too heavy to allow him to proceed." On the return journey he got as far as Tavoy. What happened then the story doesn't say. But probably he came on by the more prosaic coasting steamer.

Just there luck seems to have left him completely. Turning aside from the jungle and the mountain pass, forsaking the flooded fields, he missed a great opportunity. The hero of the amazing feat of taking his motor overland from Calcutta to Rangoon, would, had he proceeded towards Kanburi have met MM. Abadie and Vairat, who were struggling from Kanburi to Tavoy. They were able to do what no one else wants to do, i.e., drive their car under power from Aranya to Bangkok, and they have now got it to Tavoy, carried by coolies for some distance.

What an opportunity missed! The meeting of Livingstone and Stanley in darkest Africa would have been nothing to the surprise of these motorists meeting on the Siam-Burma border—and making the discovery that they were both out boosting Dunlop Tyres. —"Bangkok Times."

NEW USES FOR EX-NAVAL CRAFT.

Since the War hundreds of the smaller types of craft have been discarded by the Navy and now can often be purchased at comparatively low cost. Many of these little vessels; such as the M.L.'s and Naval Pinnaces, have been converted into smart motor yachts. Now, with the coming of the speed boat, another type of craft, the aeroplane tender, is likely to be turned to peaceful purposes when its service days are over. At a South Coast Yard near Southampton one of these tenders is being converted into a Fast Day Cruiser for a well-known yachtsman. It will have twin screws driven by a pair of 28/36 h.p. six cylinder marine type motor engines, the makers of which are the Ailsa Craig Motor Co., Ltd., of Chiswick, London. These are high-efficiency units with overhead valves. They are of monobloc construction designed on girder principles, and are notable for their high power output in comparison with their light weight. For these reasons they are considered by the most competent judges to be a type of engine which is ideal for Fast Cruising where top speed has to be maintained for long periods.

SINGER'S.

BIRMINGHAM WORKS ACTIVITIES.

BRITISH ENERGY.

One often hears tales of American business methods and "hustle," but the new Singer works at Birmingham provide an example of British energy and business acumen which would be hard to beat.

It was only on June 11 last year that these huge factories were acquired by the company. A vast amount of old machinery, etc, had to be removed and the layout of the works had, of course, to be altered entirely. Yet it is confidently expected that an output of 140 cars a day will be reached shortly.

The Birmingham works are in two parts; there is a six-storey building which measures 320 by 220 ft., and a single-floor assembly shop 700 ft. in length and 200 ft. in width, which is supposed to be the longest covered building in England. In all, the floor space measures nearly half-a-million square feet—approximately equal to that of the seven Singer factories at Coventry—and there are 17 acres of freehold land. A test track, half-a-mile in length and including several sharp bends and gradients surrounds the buildings.

The multi-storey factory is devoted to the manufacture of front and back axles, for all models, and of Junior and Senior bodies, whilst in the huge single-floor shop Junior and Senior cars are assembled. As might be expected with the Singer concern, only the latest machinery is used and the layout of the works is such that wastage of time and labour is reduced to a minimum.

The plant of the paint shop is entirely new, and the cost of installing it was, incidentally, no less than £25,000, but that it is paying for itself is shown by the fact that, although the process lasts 30 hours, a Singer body is finished on the average every five minutes of the working day.

The bodies come up in lifts from the third floor and at once receive a deoxidine or methylated spirit clean, according to whether they are panelled in steel or aluminium. They are then washed with boiling water and pass through a short drying oven to the primary spray booth. Here they receive the first base coat before travelling for five hours through an oven containing three separate tracks. The application of the base, filler and ground coats entails nearly 20 operations.

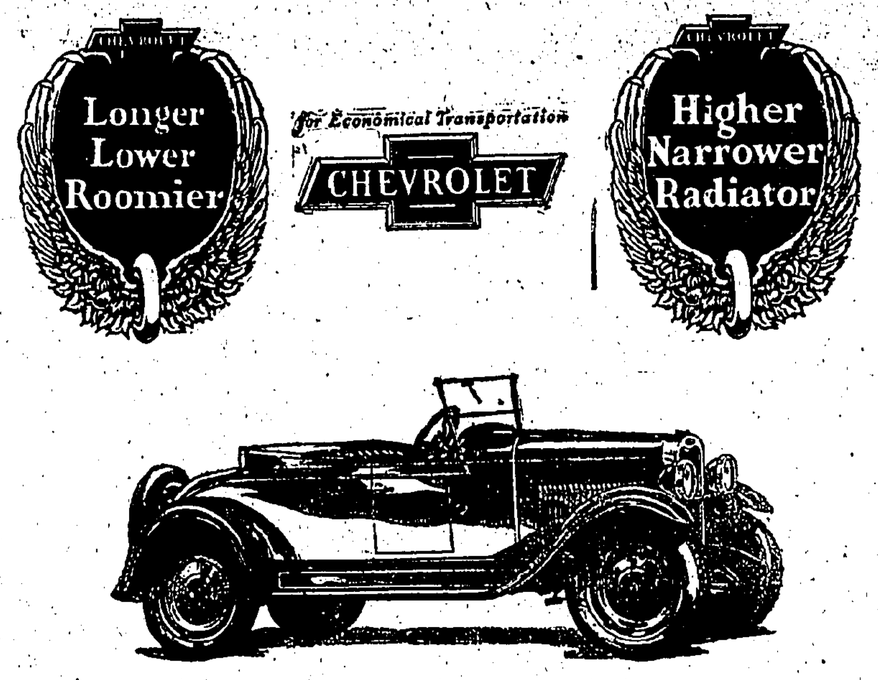
Next, three double coats of cellulose are applied. The finished surface is then lined and sprayed with solvent which has the effect of softening the cellulose and giving a perfectly smooth finish. In all there are 42 distinct operations, and when these are completed the bodies are transferred to the fourth floor for trimming and for the fitment of windscreens, windows, and interior decorations; they then receive a final polish by hand before being sent to the ground floor for mounting.

The general assembly shop is yet another example of scientific works lay-out. The cars are erected on two tracks, one for the Junior and one for the Senior, and stores of material are placed in the neighbourhood of these tracks just where they are wanted. The cars travel slowly down the 700-ft. shop until at the far end they are ready for test and final delivery. A special line from the Great Western Railway runs into this shop and facilitates the despatch of cars for the export market.

That this vast organisation, but a few details of which have been mentioned, should have been got into full swing in so short a time is indeed a tribute to the brains and energy of the Managing Director, Mr. W. E. Bullock, and everyone connected with the company. A spirit of enthusiastic work has been responsible for it, and it is this spirit which has placed the Singer company in its present enviable position and has rendered possible the production of high-class cars at relatively low prices.

MOTOR CYCLES IN NEW ZEALAND.

According to recent statistics, supplied by the New Zealand Motor Trade Association, Inc., showing the number of motor cycles by makes and by districts, registered in New Zealand on January 31, 1928, English manufacturers hold a creditable and encouraging position. Although the two favourite makes are American, i.e., Indian and Harley Davidson, with totals of 6,685 and 4,628 machines respectively, English firms have supplied 21,320 machines out of a grand total of 33,580. The most popular English makes, with the number of machines sold, are given in the report as follows:—Douglas, 4,564; Triumph, 3,781; B.S.A., 3,490; A.J.S., 1,772.



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* CABRIOLET	4 Passenger	„ 2340 „	665	45	270	980
* SEDAN	5 Passenger	„ 2505 „	675	45	270	990
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MOTORIST'S PROTEST

SIR C. ALLOM AND POLICE SIGNAL.

There was a "breeze" at the Marylebone Police-court when Sir Charles Allom, of Fairlawn, Totteridge, Herts, was summoned before Mr. Bingley for driving a car negligently in the Grand Junction-road.

It was stated by a constable and a motorist that the defendant passed the constable's signal, and nearly collided with other vehicles.

Sir Charles Allom, giving evidence, asked to be allowed to demonstrate on a plan.

The magistrate said he knew the situation well, and Sir Charles must give his evidence in the ordinary way. He was not going to be treated different from anybody else.

Sir Charles: I don't want to be. I want to be treated properly. The constable's statement is not true. I began to move forward, but seeing a cab I stopped.

The Magistrate: What right had you to move forward until the officer had given you the signal?

Sir Charles: I had not seen the officer's signal. I had not seen the officer.

The magistrate pointed out that another motorist behind him had seen the signal.

Sir Charles said he would like the case adjourned to call witnesses.

The Magistrate: Oh, no. You should have got them here.

Sir Charles: Why not?

The magistrate appealed to defendant's solicitor to keep Sir Charles in order.

Sir Charles: Is a man guilty because he cannot see a policeman through other cars?

The Magistrate: You should have seen the policeman.

Sir Charles suggested that the constable was bad tempered and rude.

The Magistrate: I don't believe it.

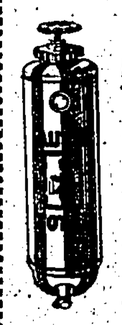
Sir Charles: Then it is not the slightest use my giving further evidence.

The Magistrate said Sir Charles had convicted himself out of his own mouth.

Sir Charles: Can I appeal against this?

The Magistrate: You can appeal to whom you like.

On hearing that Sir Charles had twice been convicted of exceeding the speed limit, the magistrate fined him £3, with 10s. 6d. costs.



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INDIAN PRINCES.

THE NATIVE STATES AND THEIR RULERS.

CONSULTATIONS IN LONDON.

At no time in the history of the British connection with India has the problem of "Indian India" been more prominently before the British public than at present. The past few days have been marked by the arrival in London of that accomplished and experienced administrator, Sir Harcourt Butler, and his colleagues of the Indian States Inquiry Committee; of Sir Leslie Scott, after a sojourn of some months in India advising a large and important group of States on the case to be presented to the Committee; and of the Maharajah Jam Saheb of Navanagar, the first of a band of some of the most prominent of the Indian Princes who are coming to London this summer to assist in the final shaping of the case, writes a special correspondent to the "Observer."

How comes it that the investigation is distinct from, and in no sense subordinate to, the inquiry presided over by Sir John Simon? The answer is that the Parliamentary Commission, by express provision of the Act of 1919, is concerned with "British India," a term which in legal codes is included in but not synonymous with, "India." The latter term is also applicable to "any territories of any Native Prince or Chief under the suzerainty of His Majesty exercised through the Governor-General in Council."

708 States.

The territories to which this legal phraseology is applied comprise one-third of the area of the Indian continent, and contain 72 millions of the 319 millions inhabiting the Indian Empire.

The States vary greatly in size and resources, in the character of their peoples and rulers, and in the amount of independence which by treaty or usage the latter enjoy in the internal administration of their territories. They range from tiny principalities of one or two villages to the 83,000 square miles and the 11,000,000 inhabitants of Hyderabad. There are 700 States in all, but of these no more than 108 are under "salute" rulers, entitled in their own right to membership of the Chamber of Princes, the lesser States being grouped for representation therein. To none of these territories are the laws made by Indian legislatures applicable.

The impossibility of disregarding the Indian States in any constitutional changes which may result from the work of the Simon Commission gives to the Harcourt Butler inquiry a significance greater than might be assumed from the terms of reference. The Committee is to make recommendations in regard to the financial and economic relations between British India and the Indian States. It is also required to ascertain and describe the political relations actually existing between the British Government and the States, having regard to treaty rights and obligations, supplemented and modified as they have been by usage and sufferance. The Committee may not be authorized to offer a detailed solution of what the Viceroy has described as the extremely difficult political puzzle of the constitutional position of the Princes; but at least the inquiry will prepare the way. The door it opens cannot be shut.

The Solitary Nizam.

Whether the ambitious and far-reaching scheme which Sir Leslie Scott is formulating would provide the best and most practicable solution is a question on which the Princes themselves are divided. The Nizam of Hyderabad pursues his solitary way, after making claims to negotiate with the British Government on an equal footing, which led Lord Reading, on the eve of his departure from India, to define in exact terms the supremacy of the British Crown and the ultimate responsibility of the British Government to preserve peace and good order throughout India. The important States of Mysore, Travancore, and Baroda at present stand outside the group advised by Sir Leslie Scott. On the other hand, that group includes all the members of the Standing Committee of the Chamber of Princes. The influential rulers of Patiala, Kashmir, and Bhopal are coming to this country to join the Jam Saheb in support of the scheme, with the acquiescence of such able Princes as the Maharajah of Bikamir and the Maharajah of Alwar.

Sir Leslie Scott's Scheme.

The plan, roughly shaped at a conference of the Princes held at Bombay less than a month ago takes the form of a federal scheme under the Viceroy, in which the States will have representation, and which will decide matters affecting the States individually inter se and in their political relations with British India. It also seeks the creation of some union body through which the Princes may have a voice in the determination of matters of common concern to them and to British India in economic and other spheres. The scheme envisages a definite constitution and a supreme court for its interpretation.

There are obvious and serious objections to the setting up of "the Viceroy in States Council" as a body separate from, but co-equal with, the Governor-General in Council. But the Princes, in advancing this scheme, are making constructive proposals which call for thorough and patient examination. Moreover, its sponsors are actuated by a warm attachment to the British connection, repeatedly attested in time of need. A point has been reached at which the leaders of advanced thought in British India openly put forward a claim to future control over the States, in disregard of the fact that the States are bound, not to British India, but to His Majesty's Government.

The Headline Danger.

It would be a great mistake to assume that the States are unprogressive because at intervals some folly or scandal looms large in telegraphic despatches. Sir Harcourt Butler is in a good position to judge of this question for he has been touring with his colleagues many of the States with which he was brought into intimate contact as Foreign Secretary to the Government of the India twenty years ago. On arriving in London he bore testimony to a steady advance of standards of government, and said that recent events, such as the appointment and tour of the Committee, and the personal interest of the Viceroy, had stimulated activity in the direction of modernising administrative practice.

There can be no doubt that the great bulk of the people of the Indian State are inspired by a deep sense of loyalty to their Rulers and live contentedly under them.

"SWEATED LABOUR."

Some Chinese proprietors of cafés situated in the French Concession, Tientsin, says the "North-China Daily Mail," who cater for foreign trade would do credit to any East End tailoring shop in London as far as sweated labour is concerned. A certain café in the heart of the French Concession advertised for a foreign lady to act in the capacity of ticket collector. A Russian girl answered the advertisement, when she was told that the hours would be from 9 p.m. to 1 a.m. and the salary $15 a month!

At a commitee meeting of the Selangor Automobile Association members were unanimous in their praise of the Malay policeman on traffic point duty and the hope was expressed that Malays would eventually wholly replace Indians in this duty.

The Bangkok correspondent of the "Straits Times" wires that the death has occurred of Mr. Bille Eriksen, chief officer of the Norwegian steamer "Henrik," which had arrived from Singapore. Death was due to a heart attack. Mr. Eriksen, who was 54 years of age, had not been long in the East.

RODEO FOR S'HAI.

PERILS OF THE AMERICAN PLAINSMEN.

TO BE REPRODUCED ON JULY 4

Plans are beginning to take shape at the present time for an interesting, and to Shanghai a unique, performance by the Fourth Regiment of the United States Marine Corps, stationed here, as a part of the celebration of Declaration of Independence Day (July 4) by the local American community, says the "N. C Daily News."

A rodeo, comprising feats of horsemanship, lassoing, and other echoes of the pony express and covered waggon days in the Great West of America, will be the special contribution of the Marines for the occasion. Every effort is being made now to invest the performance with the required atmosphere, although it hardly needs to be pointed out that Shanghai does not provide adequate facilities for a "Wild West" show. Frequent rehearsals are taking place, and a representative of the "North-China Daily News" who paid a visit to one of these was given a promising sample of the exciting entertainment which the public will be given on July 4.

Expert Horsemen to Perform.

There will be 25 men taking part in the show, all of whom are expert horsemen, and many of whom have served a strenuous period, at some time or another in their lives, with bucking horses and the cowpunchers of the west and southwest of the United States. For these men even the China pony takes on a mild and good-mannered aspect.

In connection with the ponies, also, it is understood that one of the chief difficulties encountered when the rodeo was first planned, was in securing ponies which would be sufficiently wild to make the work really interesting. Another difficulty has been in finding the "Western" saddle with the high pommel which is always used by cow-boys. Shanghai has, up to the present, been able to yield only one of these.

The Programme.

Such feats as jumping off a pony galloping at full tilt, then springing into the saddle again; picking up an object off the ground while a pony is in full gallop; jumping on the back of another rider's pony while both are galloping side by side; relay gallops; lassoing from a standing position on a pony's back; "hog-tieing"—a difficult bit of work, involving the capture of horse-thieves in the briefest time possible and a number of other "stunts" known to cowboys of the old regime—will have their place. A spectacular attack on a covered waggon will also, probably, be included, although here again finding the necessary equipment is by no means an easy task in Shanghai. Costumes will follow the prescribed regulations for American plainsmen, and a characteristic and exhilarating high-light will be added to the usual Fourth of July festivities of the American community.

The polo ground at the Race Course will be used for the event, and the grandstand already erected there will provide the necessary seating accommodations.

HAPPY MOTHER OF 24.

Mrs. Olive Burden, a caravan dweller, who, at the age of 44, has just given birth to her twenty-fourth child, believes children are essential to a happy marriage.

"You cannot be happily married unless you have a family," she told an interviewer. Without children the couple became selfish and self-centred. She herself declared she was "as happy as the day is long." While declaring that she believed in everyone having a good time, she ruled out drinking, smoking, dancing, jazz music, and betting.

Mrs. Burden, who was herself born in a caravan, is married to a street trader. She is now at Chertsey, England, with six of her children. Eleven are still living, and two are married and have children of their own.

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Shanghai and Europe via Siberia	Ranpura
U.S.A., Canada, Japan and Shanghai	Pres. Taft
Straits	Yuen Sang
SATURDAY, JUNE 23.	
Shanghai and Swatow	Shantung
MONDAY, JUNE 25.	
Straits	Atsuta Maru
Canada, U.S.A., Japan and Shanghai	Empress of Russia
Manila	President Jackson
FRIDAY, JUNE 29.	
Japan and Shanghai	Haruna Maru

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For	Per	
THURSDAY, JUNE 21.		
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Bangkok	Halldor	3.30 p.m.
Sam Shui and Wuchow	Chong On	4 p.m.
Saigon	Tai Fook Sing	4.30 p.m.
Hoihow and Bangkok	Michael Jebsen	5 p.m.
Fort Bayard, *Hoihow & Haiphong	Song Bo	5 p.m.
Shanghai, Wei Hai Wei, *Japan and Europe via Siberia	Rawalpindi	6 p.m.
FRIDAY, JUNE 22.		
Hoihow, Pakhoi and Haiphong	Menado Maru	8.30 a.m.
Japan	Aki Maru	9.30 a.m.
Swatow, Amoy and Foochow	Hai Ning	2 p.m.
*Straits and Calcutta. Parcels 4 p.m. Letters 5 p.m.	Namsang	
Shanghai	Sui Yang	6 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt and Europe via Marseilles—due Marseilles, 21st July. K.P.O. Parcels 4.30 p.m. Registration (June 23rd) 9 a.m. Letters (June 23rd) 10 a.m. G.P.O. Parcels 5 p.m. Registration (June 23rd) 9.45 a.m. Letters (June 23rd) 10.30 a.m.	Ranpura	
Japan, *Canada, *U.S.A., *C. & *S. America and *Europe via Victoria, B.C.—due Victoria, B.C., 17th July. Parcels 5 p.m. Registration (June 23rd) 9.15 a.m. Letters (June 23rd) 10 a.m.	Tyndareus	
SATURDAY, JUNE 23.		
Australia and New Zealand via Singapore and Thursday Island—due Thursday Island, 11th July. Registation 9.45 a.m. Letters 10.30 a.m.	Ranpura connecting with s.s. "Marella" at Singapore.	

*Correspondence bearing vessel's name only.

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GENEROUS SCOTTISH DONOR.

A SECRET "OUT."

SIR JAMES CAIRD'S GIFT TO THE NATION.

BRITAIN'S SEA POWER.

London, Yesterday.

The identity of the hitherto anonymous donor, who recently presented to the nation the famous historically valuable Macpherson Collection of Naval Prints, which he had purchased for £108,000 is now revealed as Sir James Caird, the well known shipowner. The selection contains in engravings, books, the atlases and paintings a unique record of Britain's sea history from the Fifteenth to the Nineteenth centuries and comprises 12,000 items. Sir James Caird also contributed £65,000 towards the restoration of Nelson's flagship "Victory" and £9,000 for the restoration of H.M.S. "Implacable," a battleship of the same period.—British Wireless Service.

FOUND IN RIVER.

EUROPEAN'S DEATH AT SINGAPORE.

WRISTS BOUND.

Singapore, June 16.

Mystery surrounds the death of a European named Mr. Frederick Crawley, whose body was found floating in the Singapore River this morning.

The discovery was made by a marine police patrol at 7.40 a.m. near the Merbau Bridge, which spans the river between Tank-road and Havelock-road, near the United Engineers' works. It is believed that the body had been in the water about four hours, and it was identified by documents found in the pockets.

There was a deep gash on the back of the head, and the deceased's hands were bound in front of him by a leather belt around the wrists. It is not yet possible to say whether the head wound was caused by a sharp instrument or by striking something when the unfortunate man fell in the river, but a postmortem examination has established the fact that death was due to drowning.

Theory of Suicide.

The body was clad in khaki coat and trousers, with no shirt, and there was no belt—a fact which gives colour to the theory of suicide. At present, however, the police are unable to advance any suggestions as to the manner in which Mr. Crawley met his death.

The deceased, who was 53 years of age and who wore a glass eye, was a well-known character of Singapore. He was a native of Latvia, though he had been away from his country for so long that his Continental origin was not noticeable. He recently made an application for naturalisation as a British subject, but this was turned down by the Government, and the letter found in his pocket was one he had written asking for reconsideration of the matter.

War Service.

He claimed to have seen service in the Boer War and the Great War and to have lived in British Colonies since 1891. He had undoubtedly lived in South Africa at one time, but for the last twenty years he has lived off and on in Singapore. For some years past he had been unemployed, and lived in a Japanese hotel in Wilkie-road. What his means of subsistence were is not known, but he appeared to have enough money to keep him without doing regular work. He was frequently to be found in the seamen's bars in the Tanjong Pagar district, where he was a familiar character and occasionally a source of trouble to the police.

It is said that the deceased's hands were bound in such a way that he could have done it himself, but the matter will be fully investigated by the Coroner in due course.

CARGO DROPPED ON "ITALIA'S" CREW.

EFFECTIVE SIGNALS.

600 LBS. OF FOOD STUFFS LANDED.

ITALIAN PILOT'S SUCCESS.

Oslo, Yesterday.

The "Citta di Milano" has wirelessed that the Italian aviator, Maddalena, to-day dropped provisions on General Nobile's camp.

How the Stranded Were Located.

Rome, Yesterday.

The supplies dropped consisted of 600 lbs. of foodstuffs. Maddalena discovered Nobile through pre-arranged signals, which enabled the stranded men to reveal their whereabouts. Maddalena has returned to King's Bay.

Official Telegram.

Rome, Later.

The official communique from the "Citta di Milano" states that Maddalena's aeroplane was fitted with wireless and was guided by means of instructions transmitted to the pilot wirelessly in a pre-arranged code.

Maddalena declared that otherwise it would have been impossible for him to find the camp, which he passed over without seeing.

As the result of signals he returned to a spot and saw five persons, who waved to him and waited for him to drop the cargo.

Earlier Messages.

Rome, Yesterday.

An official communique states: "in view of the failures of the airmen Larsen, Holm and Maddalena, the Commander of the "Citta di Milano" has recognised the necessity of special measures to locate Nobile. Reports from the airmen stress the difficulty in detecting men or a tent on hummocky ice on which the sun is shining brilliantly, giving the illusion great visibility which the shadow falsifies.

Therefore chemicals emitting columns of smoke are to be dropped by aeroplanes in the neighbourhood of General Nobile's supposed whereabouts, and he will utilise these to guide the airmen.

Two student members of the Alpine Club, accompanied by two Alpinisti, left yesterday evening on the steam sealer "Braganza" for North East Land. Another expedition which left the "Braganza" on June 13 has returned.

Besides the seaplane "Upland," Major Penso in a Dornier Wahl aeroplane has arrived at King's Bay. The steamer "Hobby" is going to Norway to carry out her previous contract."

Where Is Amundsen?

Stockholm, Yesterday.

At 10 a.m. this morning nothing had been heard of Captain Amundsen, who left Tromsoe 42 hours ago in the French seaplane piloted by the Frenchman, Major Guilbaud, for North East Land, Spitzbergen, to seek for General Nobile.

The Swedish seaplane "Upland" arrived at King's Bay at midnight, and is departing immediately for Amundsen Island, where the Swedish steamer "Tanja" and Shackleton's old ship, the "Quest," are carrying out another Swedish relief expedition consisting of three aeroplanes, which are due to-day.—Reuter.

Mr. H. Lockwood Stevens, who recently visited Malaya in connection with the Rosa Institute and Hospital for Tropical Diseases, writes to say that he has received the following donations from Malaya: The F.M.S. Chamber of Mines, £50, the Singapore Turf Club £52.10, the Singapore Chamber of Commerce $1,000. Many other bodies in Malaya have promised to help the Institute.

POST OFFICE SIEGE.

Ichang, Yesterday.

The commander of the garrison who was left by General Yang Sen in charge of Wanhsien, the port on the Upper Yangtsze River, is reported to have bolted with his troops. The report also says that Wanhsien is in the hands of bandits and that the Post Office was being besieged.—British Naval Wireless.

"EARLY PIONEERS" ON THE WARPATH.

LABOUR DISSENSION.

A WANDERING FROM "BASIC PRINCIPLES."

APPEAL TO COUNTRY.

London, Yesterday.

Important development in the internal dissensions of the British Labour Party is marked by a letter from Mr. James Maxton, and Mr. A. J. Cook to the "New Leader," the official organ of the Independent Labour Party, declaring that as there has recently been a serious departure from the basic principles of the Labour movement namely, unceasing war against Capitalism, "We are now asked to believe that the party is no longer the Working Class Party but that it represents all sections of the community."

The new conception that Socialism and Capitalism should sink their differences has resulted in much energy, which should have been expended in fighting Capitalism, now being expended in crushing everybody who dares to remain true to the ideals of the movement and the fighting spirit of the Party is being destroyed. Therefore the signatories propose to hold conferences and meetings throughout the country and ask the rank and file "whether they accept the new outlook or whether they wish to remain true to the spirit and ideals of the early pioneers."—Reuter.

2ND WELCH REGT.

FROM SHANGHAI TO SINGAPORE.

IN TROOPING SEASON.

Singapore, June 15.

News has been received officially that the 2nd Battalion of the Welch Regiment, which is at present in Shanghai, will relieve the 2nd Battalion of the Duke of Wellington's Regiment, during the next trooping season. Rugby football enthusiasts will hail this news with satisfaction, as the 2nd Welch have always been well to the fore in that particular game, having won the army cup on several occasions. They have still got many of their best players serving with the Battalion. Boxing, too, has been one of the strong points of the 2nd Welch, the famous Major Huntington, known to all the Army as 'The Gunner," having won many championships. Unfortunately he has now retired, but the boxing tradition of the battalion is still maintained.

The Commanding Officer of the 2nd Welch Regt. is Leut.-Colonel T. G. Mathias, D.S.O., but, according to the Army List, his time will terminate in November this year, so Singapore will not have the pleasure of welcoming him for long. Col. Mathias commanded a battalion in the Great War with distinction, and was wounded. He then went to Waziristan from 1921 to 1924, and obtained the medal and clasp for that exacting campaign.

The Welch Regiment was originally composed of the 41st and 69th Foot. Their depot is in Cardiff, and their record ranges from Martinique in 1762 to Mesopotamia, 1918. Amongst a host of battle honours, probably the most interesting to dwellers in the Far East, will be that of "Java," which few regiments in the Army can boast. They also have the privilege of carrying the famous name "Waterloo" on their colours, an honour coveted by most regiments throughout the Army who have not got it.

The Colonel of the Welch Regiment is Major-Gen. Sir Thomas Marden, K.B.E., C.B., C.M.G., who commanded a division in Turkey during the Chanak trouble with such distinction.

Peking, Yesterday.—Mr. H. H. Kung, the Nationalist Minister of Commerce and Industry has arrived here from Nanking.—Reuter. [He is the 75th descendant of Confucius and a brother-in-law of the late Dr. Sun Yat-sen and of Marshal Chiang Kai-shek.]

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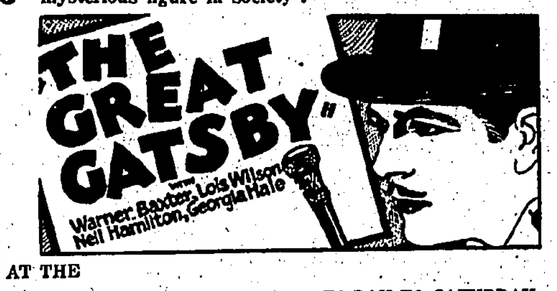

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